"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Showers to-day; clearing, cooler to-morrow; moderate to brisk winds.
For full weather report see Page 21.

VOL. LXI...NO. 19,812. * * * NEW YORK, MONDAY, APRIL 22, 1912.—TWENTY-TWO PAGES. ONE CENT In Greater New York, Jersey City, and Newark. Elsewhere, TWO CENTS.

ISMAY REPLIES, DENYING ALL

Not in Control of Ship, and Did Not Order Full Speed Through Ice Fields.

SAW LITTLE OF CAPT. SMITH

Had No More Privileges Than Any Other Passenger—In Bed When Crash Came.

CALLS CARTER AS A WITNESS

They Got Into Last Boat Together—Room for More, Who Weren't There—4 Chinamen Under Thwarts.

J. Bruce Ismay issued a statement last night in reply to various published accounts of the Titanic disaster, particularly those in which his name has prominently figured. He denies that he had anything to do with the navigation of the vessel says he did not consult with her Captain regarding her conduct at sea, and that he made no suggestion as to the course or other handling of the ship. He exercised no privileges that did not belong to any other first cabin passenger, he declared. He did not sit at the Captain's table, was not dining with him at the time of the accident, and, in fact, was in bed when the collision occurred. He had no idea of returning to Europe on the Celtic to avoid appearing at the Senatorial investigation, he adds, and only knew that the investigation was pending when informed of it at the pier on the Carpathia's arrival. His statement follows:

"When I appeared before the Senate committee Friday morning I supposed the purpose of the inquiry was to ascertain the cause of the sinking of the Titanic with a view to determining whether additional legislation was required to prevent the recurrence of so horrible a disaster.

"I welcomed such an inquiry, and appeared voluntarily, without subpoena, and answered all questions put to me by the members of the committee to the best of my ability with complete frankness and without reserve.

Didn't Expect to be Investigated.

"I did not suppose the question of my personal conduct was the subject of the inquiry, although I was ready to tell everything I did on the night of the collision.

"As I have been subpoenaed to attend before the committee in Washington tomorrow, I would prefer to make no public statement out of respect for the committee; but I do not think that courtesy requires me to be silent in the face of the untrue statements made in some of the newspapers.

"When I went on board the Titanic at Southampton on April 10 it was my intention to return by her. I had no intention of remaining in the United States at that time. I came merely to observe the new vessel, as I had done in the case of other vessels of our lines.

"During the voyage I was a passenger, and exercised no greater rights or privileges than any other passenger. I was not consulted by the commander about the ship, her course, her speed, navigation, or her conduct at sea. All these matters were under the exclusive control of the Captain.

"I saw Capt. Smith only casually, as other passengers did. I was never in his room. I was never on the bridge until after the accident. I did not sit at his table in the saloon. I had not visited the engine room nor gone through the ship, and did not go or attempt to go to any part of the ship to which any other first-cabin passenger did not have access.

"It is absolutely and unqualifiedly false that I ever said I wished the Titanic should make a speed record or should increase her daily runs. I deny absolutely having said to any person that we would increase our speed in order to get out of the ice zone, or any words to that effect.

Titanic at No Time Speeded.

"As I have already testified, at no time did the Titanic during the voyage attain her full speed. It was not expected that she would reach New York before Wednesday morning. If she had been pressed, she probably could have arrived Tuesday evening.

"The statement that the White Star Line would receive an additional sum by way of bounty or otherwise for attaining a higher speed, is absolutely untrue. The White Star Line receives from the British Government a bonus of £70,000 per annum for carrying the mails without regard to the speed of any of its vessels, and no additional sum is paid on account of any increase in speed.

"I was never consulted by Capt. Smith, nor by any other person; nor did I ever make any suggestions whatsoever to any human being about the course of the ship.

"The Titanic, as I am informed, was on the southernmost westbound track of transatlantic steamships. The tracks or lanes were designated many years ago by agreement of all the important steamship lines, and all Captains of the White Star Line are required to navigate their vessels as closely as possible on these tracks, subject to the following standing instructions:

Instructions to Commanders.

"'Commanders must distinctly understand that the issue of these regulations does not in any way relieve them from responsibility for the safe and efficient navigation of their respective vessels, and they are also enjoined to remember that they must run no risks which might by any possibility result in accident to their ships. It is to be hoped that they will ever bear in mind that the safety of the lives and property intrusted to their care is the ruling principle that should govern them in the navigation of their vessels, and that no supposed gain in expedition or saving of time on the voyage is to be purchased at the risk of accident. The company desires to maintain for its vessels a reputation for safety and only looks for such speed on the various voyages as is consistent with safe and prudent navigation.

"'Commanders are reminded that the steamers are to a great extent uninsured, and that their own livelihood, as well as the company's success, depends upon immunity from accident; no precaution which insures safe navigation is to be considered excessive.'

Captain Handed Him Ice Message.

"The only information I ever received on the ship that other vessels had sighted ice was by a wireless message received from the Baltic, which I already have testified to. This was handed to me by Capt. Smith without any remark as he was passing me on the passenger deck on the afternoon of Sunday, April 14. I read the telegram casually and put it in my pocket.

"At about 7:10, while I was sitting in the smoking room, Capt. Smith came in and asked me to give him the message received from the Baltic in order to post it for the information of the officers. I handed it to him, and nothing further was said by either of us. I did not speak to any of the other officers on the subject.

"If the information I received had aroused any apprehension in my mind—which it did not—I should not have ventured to make any suggestion to a commander of Capt. Smith's experience. The responsibility for the navigation of the ship rested solely with him.

"It has been stated that Capt. Smith and I were having a dinner party in one of the saloons from 7:30 to 10:30 Sunday night, and that at the time of the collision Capt. Smith was sitting with me in the saloon.

"Both of these statements are absolutely false. I did not dine with the Captain, nor did I see him during the evening of April 14. The doctor dined with me in the restaurant at 7:30, and I went directly to my state room and went to bed at about 10:30.

"I was asleep when the collision occurred. I felt a jar, went out into the passagewey without dressing, met a steward, asked him what was the matter, and he said he did not know. I returned to my room. I felt the ship slow down, put on an overcoat over my pajamas, and went up on the bridge deck and on the bridge.

Captain and Chief Engineer Agreed Damage Was Serious.

"I asked Capt. Smith what was the matter, and he said he had struck ice. I asked him whether he thought it serious, and he said he did. On returning to my room I met the Chief Engineer and asked him whether he thought the damage serious, and he said he thought it was.

"I then returned to my room and put on a suit of clothes. I had been in my overcoat and pajamas up to this time. I then went back to the boat deck and heard Capt. Smith give the order to clear the boats. I helped in this work for nearly two hours, as far as I can judge. I worked at the starboard boats, helping women and children into the boats and lowering them over the side. I did nothing with regard to the boats on the port side.

"By that time every wooden lifeboat on the starboard side had been lowered away, and I found that they were engaged in getting out the forward collapsible boat on the starboard side. I assisted in this work, and all the women that were on this deck were helped into the boat. They were all, I think, third-class passengers.

Chinamen Hidden in His Boat.

"As the boat was going over the side Mr. Carter, a passenger, and myself got in. At that time there was not a woman on the boat deck, nor any passenger of any class, so far as we could see or hear. The boat had between thirty-five and forty in it, I should think, most of them women.

"There were perhaps four or five men, and it was afterward discovered that there were four Chinamen concealed under the thwarts in the bottom of the boat. The distance that the boat had to be lowered into the waer was, I should estimate, about twenty feet. Mr. Carter and I did not get into the boat until after they had begun to lower it away.

"When the boat reached the water I helped row it, pushing the oar from me as I sat. This is the explanation of the fact that my back was to the sinking steamer. The boat would have accommodated certainly six or more passengers in addition if there had been any on the boat deck to go. These facts can be substantiated by Mr. W. E. Carter of Philadelphia, who got in at the time that I did and was rowing the boat with me.

"I hope I need not say that neither Mr. Carter nor myself would for one moment have thought of getting into the boat if there had been any women there to go in it, nor should I have done so if I had thought that by remaining on the ship I could have been of the slightest further assistance.

His Messages From the Carpathia.

"It is impossible for me to answer every false statement, rumor or invention that has appeared in the newspapers. I am prepared to answer any questions that may be asked by the Committee of the Senate, or any other responsible person. I shall, therefore, make no further statement of this kind, except to explain the messages that I sent from the Carpathia. These messages have been completely misunderstood.

"An inference has been drawn from them that I was anxious to avoid the Senate Committee's inquiry which it was intended to hold in New York. As a matter of fact, when dispatching these messages I had not the slightest idea that any inquiry was contemplated, and I had no information regarding it until the arrival of the Carpathia at the Cunard dock in New York on Thursday night, when I was informed by Senators Smith and Newlands of the appointment of the special committee to make the inquiry.

"The only purpose I had in sending these messages was to express my desire to have the crew returned to their homes in England for their benefit at the earliest possible moment, and I also was nat-

Continued on Page 2.

FALSE MESSAGE FULLY EXPLAINED

Capt. Haddock Reports to His Line His Plausible Theory of the Mistake.

TWO DISPATCHES JUMBLED

Amateurs or Inexperienced Operators Caught Parts in Midair and Wove Them Together.

WOMAN'S NAME AIDED ERROR

Thus the World Was Deluded with Reports That the Titanic Was in Tow and Her Passengers Safe.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 21.—As I wirelessed you from on board the Olympic in the English Channel last night, everything points to the probability that wireless messages, tapped in transit in mid-Atlantic by amateur or unskilled operators at some unknown point and then jumbled or wrongly read by them, were responsible for the false reports of the Titanic's safety, which were circulated throughout the world after the Titanic had gone down.

Thus a question received on board the Olympic, "Are all Titanic passengers safe?" was transformed into an affirmative statement, "All Titanic passengers safe." To this was added just a fragment from a long message of the Captain of the steamship Asian to the Olympic, wherein he said, "Towing oil tank to Halifax." Omission of the words "oil tank" from this message and the combination of the latter with the statement about the passengers made the troublesome dispatch:

All Titanic passengers safe. Towing to Halifax.

I joined the Olympic at dawn on Saturday when she arrived outside Plymouth Harbor, and have been a passenger on her during her zigzag journey across the Channel to Cherbourg and back to Southampton, where early this morning the last of her ship's company, most of them in black for lost friends, disembarked on their way to London. The Olympic, with her powerful Marconi apparatus, was the ocean clearing house for messages relating to the Titanic disaster from the moment when the first midnight call for help flashed across the seas.

It was not until breakfast time on Monday morning that the rumor first spread among the passengers of the Olympic that some disaster had befallen the Titanic, although Capt. Haddock had received the message appealing for aid as soon as it was sent, and had instantly altered the ship's course, and was making at the Olympic's highest speed for the ice floe where the Titanic lay shattered and sinking.

Made Ready for Rescue Work.

The saloon passengers taking their early promenade on the deck had seen the lifeboats being uncovered and made ready with ropes coiled, so that not an instant should be lost if they should sight the survivors in time. Only the officers knew that 500 miles separated the Olympic from her stricken sister ship, and that even at a speed of 24 knots an hour, the Olympic could scarcely arrive in time, if the peril was as urgent as they had heard.

Beds had been prepared by the stewards and stewardesses, whose own friends were in peril, and a private order went around that the fresh water should be sparingly used, in order to provide for the emergency in case the Titanic's passengers and crew were reached in time to be brought on board alive.

At 11 o'clock on that Monday morning a notice in red chalk was placed on the bulletin board. It was a message similar to that which later raised such false hopes in the minds of thousands who were waiting for news in New York and London. It was the first message that the Olympic passengers had, although since dawn the liner had thrilled with rumors of ominous tidings. The message, as posted up, ran:

New York reports all Titanic passengers safe.

This welcome news snapped the tension on the Olympic, but still the liner continued the furious race to the Titanic with every furnace going and fifty extra volunteer stokers working below.

About 4 P. M., however, without any further official message being given out, the Olympic's passengers noticed the giant steamship was making a swerve, while still more than 100 miles from the scene of the disaster, and was turning her head homeward on the old course.

Still, no further alarm was felt, for it was generally believed that the shipwrecked passengers and crew had all been picked up by other vessels, and that the Olympic had only turned away because her help was no longer needed.

This last surmise was true but only in its most tragic sense, for Capt. Haddock had even then received this terrible news from the Carpathia:

Reached Titanic's position daybreak, but found boats and wreckage only.

She had also reported to the Olympic that the Titanic had foundered about 2:20 A. M. in latiude 41 degrees 16 minutes, longitude 50 degrees, 14 minutes. This was the message which added that all of the Titanic's boats were accounted for, and that about 675 souls had been saved from the crew and passengers, the latter nearly all women and children.

After Joy the Sorrow.

This notice, the first official admission of the full extent of the disaster, was posted up in the Olympic by Capt. Haddock's instructions at about 6 P. M., just as the saloon passengers were preparing for dinner.

On the instant a hush fell upon the ship with great sorrow, which was all the sharper and more poignant because it had followed a period of seven hours of joy and relief among those who did not share the tragic secret.

As indicated in my Marconigram yesterday, Capt. Haddock was for a long time reluctant to make any statement in regard to the matter.

In conjunction with a correspondent of The London Daily Express, H. Leatherdale, who was the only other newspaper correspondent aboard, I wrote to Capt. Haddock, after various other messages had proved unavailing, a letter in which we pointed out that the "All Titanic passengers safe" message had caused a drop in the Titanic's reinsurance at Lloyds from 60 guineas to 20 guineas premium, and asking whether "you (Haddock) ever received such a message, and if so, if you know whence it came?"

Capt. Haddock's Statement.

Capt. Haddock gave us his assurance that no such message was ever sent or received by the Olympic, and the Marconi operators, Messrs. Bagot and Moore, corroborated this. Then the Captain showed us the following official letter to Mr. Ismay:

H. M. S. Olympic, April 21, 1912.

On the passage from Cherbourgh I received the inclosed letter from H. Leatherdale of The London Daily Express, to whom and also to W. Orton Tewson of THE NEW YORK TIMES, in the presence of our Marconi operators, I have dlened that such a message was received or sent from Capt. Haddock. It was from a lady resident in New York, a constant White Star traveler, whose name is that of a well-known Canadian steamship line. The exact text was:

"Received from Sable Island, 10:20 T. M., east, (3:30 P. M., Greenwich time.)—Commander Haddock, Olympic—Are all Titanic passengers safe?"

The remaining part of the inaccurate message, Capt. Haddock's letter to his owners stated, was probably suggested by the following wireless from the steamship Asian, telling of the last pathetic calls for help from the Titanic before her power gave out:

Received 8:35 A. M., Monday, New York time, (1:31 P. M. Greenwich.) "Asian heard M.G.V. (the Titanic) signaling on and off from 8 to 10 P. M., local time, Sunday. Messages too faint to read. Finished calling S. O. S. at midnight. Position given as latitude 41.46, longitude 50.14. No further information. Asian then three hundred miles west of Titanic and towing oil tanks to Halifax. Regards, WOOD."

The inference drawn by Capt. Haddock is that some unknown persons tapped these two messages, missing part of them, and evolved the misleading message to the effect that all the Titanic passengers were safe and she was towing to Halifax, which they had stolen in mid-air, the second message relating to the Titanic.

The official letter written by Capt. Haddock then added:

I on receipt of the first message made the same mistake and left out the "are."

I telephoned this to the inquiry office on the Olympic to post a notice reading, "All Titanic passengers safe." Nothing more was added.

We have been most carefully through every message from the ship. No copy of my error, plain or code, or remainder of the sentence was sent from this ship.

I am showing this letter to Messrs. Leatherdale and Tewson.

H. J. HADDOCK, Commander.

"That is the only light I can throw on the mystery of those unofficial messages, sent out," said Capt. Haddock.

After this full explanation of what he knew of the conflicting wireless news, received in New York and London, he went on:

"The lists of saved, as we got them, were posted in the Olympic, and the Carpathia was not able to answer further inquiries because the Marconi operator had too much else to do day and night. He was at his chair until he could do no more."

WHITE STAR CANNOT CONFIRM.

Officials Say They Received the False Message Only Indirectly.

J. Bruce Ismay, Managing Director of the White Star Line, and Vice President Franklin of the same company, which owned the lost Titanic, read with interest yesterday the wireless and cable dispatch to THE NEW YORK TIMES which furnished an explanation of the erroneous report of the great ship's safety, which was spread broadcast in the afternoon papers last Monday.

The false report, which came down to New York that day, was to the effect that all aboard were safe, and that the crippled liner was being towed to Halifax. Capt. Haddock of the Olympic, which is now on the other side of the Atlantic, advanced an explanation, based on two wireless messages which reached the Olympic on Monday and out of which he suggested that the erroneous report was pieced at other stations in the general wireless confusion which filled the air that day.

The first message was from the Captain of the steamship Asian, which reported that ship "300 miles west of Ti-

Continued on Page 2.

MAILLARD'S BREAKFAST COCOA is quite unlike any other, and this difference emphasizes its superiority.—Adv.

Angostura Bitters originated 1824, an old friend; an effective Spring tonic.—Adv.

64 BODIES OF TITANIC VICTIMS FOUND; SOME BURIED AT SEA, UNIDENTIFIED

Cable Steamer Mackay-Bennett on Special Cruise Sends Word of Recovery.

OTHER SHIPS SAW BODIES

Liner Bremen Reports Much Wreckage in the Vicinity of the Titanic Disaster.

SEARCH MAY GO ON A WEEK

Word Will Be Flashed at Once, So White Star Reports, if Identifications Are Made.

WIRELESS LIMIT IS 200 MILES

Mackay-Bennett May Have to Report Results Through Other Vessels While Remaining at Scene.

WENT OUT FULLY EQUIPPED

A Supply of Funeral Appliances Aboard—Reached Wreckage Spot Saturday Night.

ST. JOHN'S, N. F., April 21.—Sixty-four bodies have been recovered by the cable steamer Mackay-Bennett, which has been searching the vicinity of the Titanic disaster, according to a report that reached this city to-night.

It is said that a number of other bodies which were recovered were sunk again, as they were without identification marks.

The names of those identified could not be obtained to-night through the Cape Race wireless station.

The sixty-four bodies recovered are regarded as identifiable, according to the report. Those that were sunk were presumably in a condition making their preservation impossible.

HALIFAX, April 21.—Confirmation of reports that a large number of bodies of the victims of the Titanic disaster were afloat in the vicinity of the disaster was received to-night in a wireless dispatch from the steamship Bremen, via the Sable Island and Camperdown wireless stations.

The text of the message was as follows:

"The steamer Bremen, bound for New York, and the steamer Rhein passed on Saturday afternoon, in 42.00 north latitude and 49.20 west longitude, in the neighborhood of three large icebergs. Sighted numerous pieces of wreckage and a great number of human bodies, with life preservers on, floating in the sea. Sighted and spoke the cable steamer Mackay-Bennett on the way to recover the floating bodies.

"CAPT. PRAGER."

No direct word had been received here up to a late hour to-night from the steamer Mackay-Bennett in confirmation of the reports from St. John's, N. F., that sixty-four or more bodies had been recovered, but from the fact that a large number of them were seen last night and that the Mackay-Bennett is now in the vicinity it is believed here to be probable that the searchers have met with success.

The searchers probably are unable to communicate directly with Cape Race, which is about 360 miles away, because the wireless range on the cable ship is only about 200 miles.

The steamer Empress of Ireland, which sailed last night for Liverpool, should be in a position early in the morning near enough to speak the Mackay-Bennett and probably relay ashore what news the cable ship may have.

No word was received last night at the White Star office here as to whether any of the bodies had been identified on the Mackay-Bennett. The first report of the recovery of the bodies contained nothing to indicate that among the bodies picked up were those of some of the prominent persons who were on the liner when she foundered, included in which list were Col. John Jacob Astor, Major Archibald Butt, President Taft's aid; Mr. and Mrs. Isidor Straus, John B. Thayer, Vice President of the Pennsylvania Railroad; President Charles M. Hays of the Grand Trunk Railway of Canada, Frank D. Millet, the artist; George D. Widener, H. B. Harris, the theatrical manager; W. T. Stead, the London journalist, and Jacques Futrelle, the novelist.

Relatives of those who perished will be promptly notified as soon as any of the bodies are identified, and the White Star Line hopes to receive information of this nature from the Captain of the Mackay-Bennett this morning. The wireless report of the Captain should be in the White Star offices by 8 o'clock this morning, and J. Bruce Ismay, the Managing Director, has given orders that the message be made public immediately.

The Mackay-Bennett, which has on board undertakers and a large number of coffins, was sent from Halifax by the White Star Line to search the vicinity of the wreck for bodies of the victims. The Mackay-Bennett reached the scene of the disaster at 8 o'clock Saturday night, and the search for bodies began at daybreak yesterday.

The wireless messages from the Mackay-Bennett, which were sent to Cape Race, and thence by land wires to New York, said that two North German Lloyd liners had passaged through the wreckage of the Titanic and that both had reported seeing bodies of victims in the water.

Both messages were sent Saturday, one in the afternoon and the other in the night. They were addressed to "Ismay, New York," and the first read as follows:

Steamer Rhein reports passing wreckage and bodies in latitude 42.01 north, and longitude 49.13 west, eight miles east of three big icebergs. Now making for that position. Expect to arrive 8 o'clock to-night.
MACKAY-BENNETT.

The second wireless sent several hours later, read:

Received further information from steamship Bremen and arrived on ground 8 P. M. Start operations to-morrow morning. Have been considerably delayed on passage by dense fog. MACKAY-BENNETT.

It was estimated that the spot in which the bodies were sighted by the North German Lloyd liners is about sixty miles distant from the place where the Titanic went down, and that they are floating in the Gulf Stream, the fact which accounts for the distance from the scene of the wreck.

The offices of the White Star Line were kept open all day yesterday in the hope that the cable ship would report that she had met with success on her sad mission. The messages from the Mackay-Bennett were shown to J. Bruce Ismay just before Mr. Ismay left for Washington, where he will continue his testimony before the Senate committee which is investigating the circumstances attending the wreck of the Titanic.

"The cable ship Mackay-Bennett," said Mr. Ismay, in commenting on the messages, "was chartered by the White Star Line and was ordered to proceed to the scene of the disaster and do all she could to recover bodies and glean all information possible.

"Every effort will be made to identify each body recovered, and any news will be sent through immediately by wireless from the Mackay-Bennett. In addition to any such messages as these, the Mackay-Bennett will make a report of its activities each morning by wireless, and such reports will be made public by the White Star Line at its offices.

"The Mackay-Bennett has orders to stay on the scene of the wreck for at least one week, but should a large number of bodies be recovered by that time she will return to Halifax with them. The search for bodies will not be abandoned as long as there is any chance of making any more recoveries.

"The cable ship will not make any soundings in the waters where the Titanic went down. Such soundings would not serve any useful purpose because the depth where the Titanic sank is more than 2,000 fathoms."

It was said at the White Star Line offices that very few inquiries had been made up to the time for closing for news from the Mackay-Bennett.

TO HOLD ISMAY TO THE END.

Senate Committee Decides on That Course—Sailor's Weird Tale.

Special to The New York Times.

WASHINGTON, April 21.—Chairman Smith of the Senate Sub-Committee investigating the Titanic disaster, ran into the busiest period of his life to-day in preparing for a continuation of the investigation to-morrow by the full subcommittee. A flood of telegrams and a series of conferences held his attention all day to the subject of the wreck, and late to-night he was going over technical charts with experts from the Hydrographic Bureau.

Most important of his conferences was one with the French Ambassador. M. Jusserand early in the day made an appointment by telephone with Senator Smith for the afternoon. When he called he said he wished to express his appreciation of what the Senator and his committee had already done and to declare the willingness of himself and his Government to co-operate to the fullest degree with the United States in any efforts that might be made to insure greater safety for travelers by sea. As a part of the sub-committee's work is to report proposed legislation, the co-operation of the great maritime nations interested in the subject probably will prove later of great assistance. M. Jusserand made no representations in regard to any French passenger or members of the crew, and his call was entirely of friendly co-operation.

Will Hold Ismay to the End.

There have been persistent reports that the British Embassy, at the instigation of J. Bruce Ismay, had filed a protest of some sort with the State Department, requesting that he be permitted to return to England. But Mr. Smith is inclined to doubt the report. He saw Mr. Ismay as late as last midnight and nothing transpired to indicate that he would ask for diplomatic aid.

But, whatever Mr. Ismay may desire in the matter, it can be stated that Mr. Smith is determined that the Director-Manager of the White Star Line shall be held in this country until the investigation is cicsed and the report presented to the Senate. The same thing is true of the officers and men of the Titanic who have been held. Quick action was caused in the first place by hints the committee received that Mr. Ismay contemplated hurrying to Europe on the Cedric and later on the Lapland. But now that all these men are in the custody of the Sergeant at Arms of the Senate, he intends to hold them till every bit of testimony is obtained from them.

Important witnesses who are to be summoned are officials of the Marconi company, and not unlikely officials of other wireless and cable companies also will be asked to tell what they know of the messages that went back and forth from the time the Titanic struck the iceberg until the Carpathia landed the survivors in New York.

One of the wildest stories yet circulated in connection with the disaster has reached the committee from Cleveland. There a man describing himself as a Hungarian named Luis Klein, a surviving member of the crew of the Titanic, told a story which was so extraordinary that he was taken before the Hungarian Consul and Vice Consul. Cross-examination failed to vary his story. When it was wired to Chairman Smith he telegraphed to the local United States District Attorney to have Klein held and then obtained by telegraph the sanction of the Attorney General.

Officer on Watch Accused.

Klein's story is that the officer of the watch was asleep on deck when the Titanic smashed into the iceberg's projecting spur, and that other officers and members of the crew were drunk or drinking. Wine, he said, was being passed out of the cabin, where an elaborate banquet was in progress. The festivities were at their height, he said, when the impact of the berg brought them to a sudden ending.

The report of the alleged Hungarian sailor is discredited here. It is pointed out that, even if it were conceivable that on a ship of the Titanic's type such lax discipline could prevail, there is absolutely no other testimony to bear it out. In support of his story the Hungarian recites that he has a medal for life-saving presented to him by the Hamburg-American Line. He says he shipped on the Titanic at Liverpool, but that he has lost his papers.

Members of the committee are not yet ready to discuss any of the testimony they have heard, though it can be stated that they are much pleased with the result of the quick dash for New York. They are particularly interested in the whole subject of the part played by the wireless telegraph.

In this connection the explanation of Capt. Haddock as wirelessed by THE TIMES correspondent from on board the Olympic, has aroused much interest here. The Captain's theory, that the mistake arose from the bungling by amateurs of a message referring to the towing of an oil tank to Halifax into a message that read that the Titanic was being towed in that direction, is considered highly dramatic and plausible. But the members of the committee have not yet gone into that phase, and they are unwilling to express themselves.

What had a great effect upon Chairman Smith's activities was a telegram received by Representative Hughes of West Virginia, signed ostensibly by the White Star Company, in which it was expressly stated that all passengers on the Titanic were saved. Mr. Smith will have all the messages picked up by the Chester and the Salem—the two scout cruisers sent out by the President in a vain efort to find out if Major Butt was on board the Carpathia—and the necessary wireless and telegraph officials also will be summoned.

Exactly who these men will be Mr. Smith is not ready to announce without further conference with his associates. He has subpoenaed some twenty passengers and members of the crew of the Titanic, and has made arrangements for many others to appear voluntarily.

As to the rescued passengers, Mr. Smith said he could get them whenever he wanted them, and that he is now perfectly willing to wait until they are physically prepared to stand the strain of cross-examination.

Foreigners to be Heard First.

The first man to testify to-morrow has not yet been decided upon. The wireless operators are yet to talk, and the committee is far from through with Mr. Ismay. The officers and crew who were forced to remain in the United States are now in Washington, and they, together with Mr. Ismay and other foreigners desirous of leaving the country, will probably be heard first.

Among the foreigners who have consented to testify voluntarily is Major Arthur Peuchen, who will reach here to-morrow from Canada. He has passed some severe strictures upon the handling of the Titanic in the emergency, and the committee will probably hear him at an early date.

Chairman Smith has selected the majority caucus room of the Senate as the scene for the hearings to come. It is the largest room at the disposal of the Senate, and is considered by all odds the handsomest room in Washington. It is of pre white marble, at the head of the stairs in the Senate Office Building. The room is capable of seating several hundred persons, and the hearings will all be open.

"We are not going to have any star-chamber proceedings," said Mr. Smith to-

Northern Pacific Railway Ticket Office moved from 319 Broadway to 1,244 Broadway, in Imperial Hotel Building, between 31st and 32d Streets; telephone Madison Square 4040. Tickets to all points in the Northwest. Yellowstone Park Line. W. F. Merchen, General Agent Passenger Dep't.—Ads.

night. "The country has a right to know the truth about this terrible disaster, and we'll ascertain the truth if we possibly can."

Ismay Party Didn't Register.

J. Bruce Ismay and Vice President P. A. S. Franklin of the White Star Line and their counsel arrived in Washington at 8 o'clock to-night, slipped into the Willard Hotel, and denied their presence for over two hours. Then the constant succession of messages sent to Mr. Ismay convinced him that concealment was useless, and one of his lawyers registered the names of the party. S. C. Neil of the White Star Line accompanied them on the train. The party at the Willard consists of Mr. Ismay, Mr. Franklin, C. C. Burlingham, Charles Burlingham, Jr., J. J. McGlone, and F. P. Pease.

Thirty-five officers and men of the Titanic, headed by Second Officer Lightoller, also arrived and were taken to the Continental Hotel, where every effort was made to deny their presence, though they were in custody of one of the Deputy Sergeants at Arms of the Senate.

These proceedings seemed all the stranger, in view of the fact that the hour of Mr. Ismay's arrival was so well known all over Washington that a crowd of several hundred persons was awaiting him in the street before the Willard when he arrived. Presumably Mr. Ismay thought his arrival was unexpected, for his automobile was driven up to the Fourteenth Street entrance to the hotel, the usual place for disembarking passengers. It took its place in line, and then, by some one's orders, was taken out of line and driven up to the F Street entrance, where Mr. Ismay and his party left it, slipped into the building, and were whisked up to the suite of rooms reserved for them.

Mr. Ismay was recognized as he made his hurried entrance and the news was all over the hotel in a jiffy. Yet the clerks persisted in denying that he was there or was expected or had engaged any rooms. After a while Mr. Burlingham and other members of his party were found, and through them message after message was sent to Mr. Ismay, pointing out that recent reports, such as the story that he had filed a protest with the British Embassy, called for an answer. At last Mr. Ismay consented to say enough to cover these points.

Has Filed No Protest.

He positively denied that he had filed with the British Embassy any protest against his detention by the Senate Committee. He has no idea of adopting such a course, he said. He is here to tell the committee everything he knows, and has no intention of avoiding a full statement by any legal technicalities or by disputing the power of the Senate to interrogate him.

An unconfirmed report printed here this afternoon that Huntington Wilson, Assistant Secretary of State, had gone to New York to confer with Mr. Ismay, was flatly denied by the latter. He had not seen Mr. Wilson, he said. He also denied that he had surrounded himself with detectives as a bodyguard against possible assault by angry members of the crew of the Titanic or their sympathizers in this country. He does not know whether he will take the stand to-morrow morning or not, and has no idea how long he will be detained by the committee.

The officers and men subpoenaed to appear before the committee are incommunicado and under surveillance at the Hotel Continental. The fact that they are under surveillance was not advertised by the committee, but was admitted to-night by one of the Senators prominently identified with the investigation, who also explained why it was impossible for newspaper men to see or interview the officers or crew.

"No one will have a chance to talk with any member of the Titanic party to-night," said Senator Smith. "I think it would be highly improper for any one to seek statements from these witnesses before they give their testimony on the stand before the committe."

"Are they under surveillance?" Senator Smith was asked.

"Well, the fact is not being advertised," he replied, "but the Sergeant at Arms has a man with them. I understand that the men in the party are well satisfied where they are, and with the arrangements under which they are stopping at the hotel. They came from New York in a special car. My personal secretary accompanied them from the railroad station to the hotel to see that they were properly cared for while here."

Wireless Operator Bride of the Titanic did not accompany the party to Washington. Senator Smith stated to-night that he did not care to have Bride brought here to-day on account of his physical condition. Arrangements were made for Bride to be sent to a hospital in New York. He will be called before the committee later.

Among the passengers on the Titanic who, while not subpoenaed, have indicated their willingness to testify are Mrs. Arthur Ryerson of Philadelphia, Mrs. Lucien B. Smith, daughter of Representative Hughes of West Virginia, and Mrs. Douglas of Minneapolis. The committee is particularly anxious to get Assistant Steward Thomas Whitely as soon as he can be moved from St. Vincent's Hospital, New York.

One of the features of the forthcoming hearing will be the inquiry into the wireless communication as the Titanic was sinking. An effort will be made to ascertain the exact location of the German steamer Frankfort, who responded to the Titanic's signal of distress, but did not extend any aid. It is desired to ascertain if the Frankfort was actually nearer to the sinking ship than the Carpathia, as Operator Bride estimated the Frankfort to have been, judging from the strength of the electric spark in the wireless communication. Whether the Frankfort operator will be called as a witness could not be learned to-night.

Secretary Meyer of the Navy Department called to-day upon members of the committee and gave assurances that the wireless operator of the Chester, who endeavored to get details of the disaster from the Carpathia on the latter's way to New York from the wreck, would be held subject to the committee's orders.

Senator Nelson, Chairman of the Commerce Committee, expects to have published to-morrow a translation of Norwegian navigation laws, which the committee will consider in framing its recommendations to the Senate.

"If any such laws as the strict Norse requirements had been in force in Great Britain," said Senator Nelson to-day, "there would have been no such disaster. They provide that lifeboats and other life-saving apparatus shall be sufficient to take care of every passenger and member of the crew. There the life-saving apparatus is based upon the number of passengers, while here and in Great Britain it is based upon the tonnage."

CHANGE NEW WHITE STAR BOAT

Builders to Provide Double Bottom and Sides for the Gigantic.

LONDON, April 21.—It is understood that the plans of the White Star line steamship Gigantic, which is now being built at Belfast and was to have been 1,000 feet long, will be modified.

It is probable that the new plans will provide for double cellular bottom and sides, such as the Mauretania and Lusitania have, as a stipulated condition of receiving Government subsidy.

MORE BOATS FOR OLYMPIC.

Accommodation for All on Board Will Be Supplied.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

SOUTHAMPTON, April 21. — The White Star Line has arranged to place aboard the Olympic on the next voyage sufficient canvas boats and boat-rafts to accommodate all on board.

MONEY LOSS NOTHING—MORGAN

But He Is Upset by Loss of Life, Due to Faith in Boat.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

PARIS, April 21.—An interesting interview was obtained by a correspondent at Aix with J. Pierpont Morgan in the course of the inauguration of the new wing of the Aix Hospital, which he has built.

Mr. Morgan was much upset by the Titanic disaster, and attributed the great loss of life to the fact that Capt. Smith believed the ship would hold on six hours, and that the majority of the passengers did not realize the danger until it was too late. As to monetary loss he said:

"Well, somebody will pay. Monetary losses amount to nothing in life, it is the loss of life that counts. It is that frightful death."

On being informed that the St. Martin reliquary, which he had bought in London, was stolen from a church, he said:

"I laughed and gave it back immediately. I owed so much to France. * * * One should always make amends in life."

Replying to a question whether the stolen "Mona Lisa" had ever been offered him, Mr. Morgan said:

"No. And I regret it. Had it been offered, I should have bought it and given it back to France."

"What is the greatest joy of your life?" went on the interviewer.

"Work and my twenty-six sons and grandsons," replied Mr. Morgan. "As for my living in France, I find in it rest such as I rarely have anywhere else, and when I am at Aix I understand perfectly why French wirters and poets —George Sands, Lamartine, and others —chose this place for their meditation and their moral and physical convalescence."

MRS. ASTOR IS ABLE TO TELL OF RESCUE

Thinks She Got Into Last Boat as She Left Husband on Deck.

COMPELLED TO HANDLE OAR

Rowed Back After Liner Went Down and Helped to Rescue Six Struggling Men—Maid Aids.

Mrs. John Jacob Astor and her maid, Rosalie Birdsie, who were saved in the disaster to the Titanic, have been able to give to members of the Astor household some account as to what took place in the lifeboat which carried them away from the wrecked steamship.

The condition of Mrs. Astor, her physician, Dr. Reuel B. Kimball of 135 East Fifty-fourth Street, announced yesterday is improving. Mrs. Astor is by nature a strong young woman, and, considering the hardships she endured following the wreck of the Titanic, she is bearing up well physically.

She is still confined to her bed, but yesterday she was able to sit up for ten minutes for the first time since she was removed to the Astor residence at 840 Fifth Avenue after her arrival on the Carpathia. Her nerves, however, are badly shattered, and in her waking hours she spends much of her time weeping with the recollection of the horror of the experiences she underwent. She is being attended by both Dr. Kimball and Dr. Hermann M. Biggs, and the two physicians are in consultation daily over her condition. Vincent Astor spends much of his time with her, as do the members of her family.

Left in Last Boat.

Mrs. Astor, her friends say, believes she left the Titanic in the last lifeboat. The steamship was then sinking rapidly. Col. Astor, after placing her in the boat, started to climb in beside her, believing she and the other women needed his protection. As has been told, an officer of the Titanic informed Col. Astor that the boat was for women and children only, and unhesitatingly he stepped gallantly aside, telling Mrs. Astor he would follow in another boat.

In the boat there were twelve other women, and it was in command of one of the ship's pursers, it is believed. As the boat was slowly being lowered from the ship's side a man in a state of great excitement fought his way through the throng of men gathered on the deck, and before the officers of the ship could stop him jumped into the boat with the women.

As the lifeboat pulled slowly away from the Titanic it began to ship water rapidly. The Titanic was then sinking rapidly, and the boat was almost swamped in the suction created by the big steamer.

After he found himself in the lifeboat the man seized the few available blankets which had hastily been thrown into the boat for the women, many of whom were thinly clad, and, wrapping them about himself, groveled in the bottom of the boat.

As the lifeboat found the water Mrs. Astor seized an car, as did several other women. The women, with the exception of Mrs. Astor, handled the oars clumsily, having had little experience in rowing, and it was with difficulty that they were able to pull away from the fast-sinking steamer.

About the big steamship the ocean was swelling and sinking, and the women found themselves in a sort of whirlpool. It looked for a time as if the small boat would surely be swamped. The women pleaded with the man groveling at their feet to take an oar, but the trembling creature paid no heed to their entreaties, wrapping himself more securely in the blankets he had taken from them.

Mrs. Astor Bails Out Water.

When the lifeboat began to fill rapidly with water Mrs. Astor with undiminished strength helped the other women to bail it out. Several of the women, badly frightened, were unable to give Mrs. Astor and the other women in the boat any assistance.

After the Titanic disappeared the women rowed back to the spot where the ship had gone down, to see if there were any lives they could save. They could see several men in the water, and they rowed toward them.

In the work of rescue Mrs. Astor's maid played a conspicuous part. Six men believed to be seamen were dragged by the women into the boat. One of the men was dead when they found him, and another died shortly after he was pulled into the boat.

On reaching the water near where the Titanic disappeared they found only wreckage floating about them. The lifeboat circled several times about the spot which marked the grave of the Titanic, but found no signs of human life.

Mrs. Astor, from the time she entered the lifeboat until the long interval which followed before she and her companions were picked up by the Carpathia, displayed the greatest courage and fortitude. After being taken aboard the rescue ship she experienced a nervous collapse.

ASTOR SAVED US, SAY WOMEN.

"Hold That Boat," He Commanded, as One Was Leaving Without Them.

CHICAGO, April 21.—Mrs. Ida S. Hippach and her daughter, Jean, survivors of the Titanic, who arrived home to-day, said that they were saved by Col. John Jacob Astor, who forced the crew of the last lifeboat to wait for them.

"We saw Col. Astor place Mrs. Astor in a boat and heard him assure her that he would follow later," said Mrs. Hippach. "He turned to us with a smile and said 'Ladies, you are next.' The officer in charge of the boat protested that the craft was full and the seamen started to lower it. Col. Astor exclaimed 'Hold that boat' in the voice of a man to be obeyed, and the men did as he ordered. The boat had been ordered past the upper deck, and the Colonel took us to the next deck below and put us in the boat, one after the other, through a porthole."

Mrs. Hippach said that after the impact the Titanic lay broadside on an iceberg that seemed, she said, to be a hundred feet high and extended farther than she could see.

ISMAY REPLIES, DENYING ALL

Continued from Page 1.

urally anxious to return to my family, but left the matter of my return entirely to our representatives in New York.

"I deeply regret that I am compelled to make any personal statement when my whole thought is on the horror of the disaster. In building the Titanic it was the hope of my associates and myself that we had built a vessel which could not be destroyed by the perils of the sea or the dangers of navigation. The event has proved the futility of that hope.

"The present legal requirements have proved inadequate. They must be changed —but whether they are changed or not, this awful experience has taught the steamship owners of the world that too much reliance has been placed on watertight compartments and on wireless telegraphy, and that they must equip every vessel with lifeboats and rafts sufficient to provide for every soul on board, and sufficient men to handle them."

Hit Berg at Full Speed.

The White Star Line gave out yesterday a copy of the cable report of the disaster that was sent to the Liverpool office on April 19 and posted at Lloyds on the following day. It reads:

"Until arrival Carpathia 9:30 P. M., April 18, 1912, no statement whatever as to facts of collision. Carpathia wireless short-distance type, and wholly occupied transmitting names passengers. Master Carpathia and officers Titanic testifying to-day before United States Senate subcommittee New York. Facts substantially as follows:

"Titanic followed strictly southernmost track westbound, changing course at corner 47 meridian 42 latitude, thence south 86 degrees west. True all officers watch perished, except Fourth Officer Boxhall, who was working observations in chartroom and making rounds. Night perfectly clear starlight, no wind, sea calm. Had encountered no ice previously. Proceeding with vigilant lookout full speed, but reduced consumption, probably 21 to 22 knots. Engineers all perished. 11:45 P. M., April 14; ship sighted lowlying berg direct ahead. First Officer starboard helm reversed full speed, and closed all compartments. Struck berg bluff starboard bow. Slight jar, but grinding sound, evidently opening several compartments starboard side. Boats cleared filled with women and children, lowered and sent off under responsible persons. Ship sank bow first 2:20 A. M. All boats away except one collapsible. Carpathia rescued survivors 4 A. M. Discipline perfect."

Carter Corroborates Ismay.

Special to The New York Times.

PHILADELPHIA, April 21.—William E. Carter, whom shown the Ismay statement, corroborated the White Star Line official. Mr. Carter said:

"The statements which have been made by persons regarding Mr. Ismay's conduct are an injustice to him. While the lifeboat containing myself and Ismay was moving away from the Titanic Ismay rowed with two seamen and myself until we sighted the Carpathia.

"The women that were in the boat were from the steerage, with their children. I guess there were about forty of them. Mr. Ismay and myself and several of the officers walked up and down the deck crying, 'Are there more women here?' We called for several minutes and got no answer.

"One of the officers then declared that if we wanted to we could get into the boat if we took the place of seamen. He gave us this preference because we were among the first-class passengers.

"Mr. Ismay called again, and after we got no reply we got into the lifeboat. We took the oars and rowed with the two seamen. We were about a mile away from the Titanic when she went down. It seemed to me that it was less than a half hour.

"All the women were clad in thin clothes, while I was in evening clothes, without a hat, and had on a pair of slippers. I looked around just as the Titanic went down, being attracted by the explosions. Mr. Ismay did not turn and look, but instead was very quiet, pulling on his oar.

"I desire to correct what has been said about him. He was perfectly cool and collected and aided a great deal in keeping the women from the steerage quiet. I will be probably called before the Senate Investigating Committee and I can only say Mr. Ismay only left the boat after he saw there were no more women on the deck. He called and so did I and we found none.

"I heard no shooting while I was on the Titanic, but do not know what happened after I left on the last boat."

SEALBY DEFENDS ISMAY.

Tribute from Republic's Captain, Who Served Father and Son 25 Years.

Special to The New York Times.

ANN ARBOR, Mich., April 21.—Capt. Inman Sealby, commander of the steamer Republic when she was rammed by the Florida, and now studying law in the University of Michigan, would make Congress responsible for the lives of travelers on the ocean, and defends J. Bruce Ismay from the attacks made on him regarding his escape from the sinking Titanic.

"I have been a servant of the White Star Line since boyhood," he said today. "For twenty-five years I served under an Ismay, father and son, and during that period I never saw anything which would have led me for one minute to anticipate anything but the best of conduct in Mr. Ismay at all times and under all circumstances. Until the exact circumstances of his escape from the Titanic are placed before me it would be impossible for me to pass an opinion in the matter."

"The whole world, and especially the shipbuilding world, knows that none of the passenger steamers have been able to carry lifeboats enough to care for one-half of the passengers," Capt. Sealby continued. "I believe that, by way of reducing the possibility of such tremendous disasters as that which overtook the Titanic, increased lifeboat facilities should be added to the passenger steamers, and that watertight bulkheads should be constructed as strong as the hull itself.

"I would recommend that steamship commanders be ordered to take the southern route and always travel slowly in fog, under penalty of dismissal. I would make the owners responsible to the Government for the carrying out of these regulations, and would have the members of Congress responsible to their constituents in the matter, and would compel them to resign if such laws are not enacted and enforced.

"The structural alterations and the carrying out of these requirements would mean additional cost to ship owners, and this cost would have to be met by the public. The question is, Does the public want it? The solution of the problem is up to the people themselves."

WOMAN ACCUSES ISMAY

And Says "Nobleman" Wouldn't Give Rugs to Women in Boat.

Special to The New York Times.

PITTSBURGH, Penn., April 21.—Through her brother-in-law, J. H. Smith, Mrs. Lucien P. Smith, whose husband was lost on the Titanic, accuses J. Bruce Ismay of "cowardly conduct." Mrs. Smith is the daughter of Representative James A. Hughes. Mr. Smith said today:

"My sister-in-law said that there were two men in the boat in which she left the Titanic. One was an Italian nobleman who cowered under the seats and was too unmanned to handle an oar. The other, too, was a nobleman, so far as title went. Several women begged him for steamer rugs, of which he had three. They were freezing. Some wore low neck. But he replied with a snarl:

"'Don't bother me.' That nobleman kept all three rugs."

Hardly was J. Bruce Ismay over the side of the Carpathia, Mrs. Smith said, than he shouted: "I'm Ismay! I'm Ismay! Give me a stateroom at once." Ismay, according to Mrs. Smith, then locked himself in and had his meals brought to him.

Mrs. Smith said she and other women were compelled to sleep on the smoking room floor and on chairs.

FALSE MESSAGE FULLY EXPLAINED

Continued from Page 1.

tanic and towing oil tank to Halifax." The second was an inquiry from a patron of the White Star Line, who wanted to know "Are all Titanic passengers safe?" Fragments of these messages, plucked out of the air in the frantic reaching for news of the disaster, could easily have been combined at some station into the report which raised so many false hopes a week ago.

The explanation which was printed in yesterday's TIMES came under the consideration of Mr. Franklin and Mr. Ismay when they were in conference in the latter's apartment at the Ritz-Carlton, prior to their departure for Washington. A representative of the White Star Company said, however, that neither Mr. Ismay nor Mr. Franklin felt that at this time they could discuss the explanation because of their feeling that it was part of the whole matter sub judice.

Furthermore, the man who spoke for Mr. Franklin pointed out that while the erroneous report had reached the White Star office last Monday, it came in from some news bureau or press association, and that therefore there were no records there by which it could be traced.

The genuine wireless messages which came to the White Star office from the line's own people were, he said, the only ones of which there would now be any record, and were the only ones which the company made public. They came for the most part from the Olympic, by way of Cape Race, and the erroneous report was not one of them, he said, and was not made public by the company.

It was pointed out yesterday that a possibility of confusion lay in the two phrases from the different messages, "all Titainic" and "oil tank." The distinction between those terms would have to be clearly made if one were speaking over the telephone, and the question was raised whether the likeness would remain in wireless code. In that medium, the likeness would disappear, it was said, but it was pointed out the message of cloudy origin probably reached New York through most devious channels and could easily have been transmitted by word of mouth at some point in its course.

The fine possibilities for wireless confusion, especially if the flashes are faint, between the word "Asian" and the word "Virginian," which was reported as having the Titanic in tow, were also noted. Even Capt. Haddock, in the excitement of that day, omitted the "are" in reading the second message, and at first had "All the Titanic's passengers are safe" posted on the bulletin board of the Olympic.

PERIL IN TOO MANY BOATS.

North German Lloyd Official Thinks They Might Hamper Life Saving.

BERLIN, April 21.—An official representative of the North German Lloyd Steamship Company, in reply to a query regarding increased life-saving facilities, said to-day:

"We are thoroughly investigating the question, and would recommend that an international commission should investigate and discuss whether improvements on the present far-reaching measures are practicable and desirable. In so important and difficult a matter we cannot rashly promise to undertake measures which may prove practically impossible.

"If the decks are too crowded with boats it might greatly hamper the life-saving work in all cases where immediate action was necessary. The public need not be alarmed about the life-saving equipment on our steamers."

COL. ASTOR'S GENEROSITY.

A Friend Recalls Instances of His Tenderness of Heart.

How Col. John Jacob Astor canceled a lease twenty-five years ago against the advice of the trustees of his great estate was recalled yesterday by C. W. McMurran.

"I was renting an office, with Gen. Clinton B. Fisk, in the old Schermerhorn Building, at 96 Broadway," said Mr. McMurran, "and I had signed the lease with him. When the lease had three years more to run Gen. Fisk died, and I was left responsible for the entire rent. I wrote to William Waldorf Astor, and my letter was forwarded to Col. Astor. In a short time I received a letter from him saying that the Astor estate could not remit leases, but that he would help me out personally. I called at the estate offices, and there met Col. Astor and two of the trustees. Mr. Barrett, one of the trustees, objected to any change in the lease, but Col. Astor answered: 'I want to help my young friend here, and therefore you can cancel the obligation.' Mr. Turk, the collector for the estate, has told me that this was not the only case where similar action was taken by Col. Astor."

Mr. McMurran recalled another time when he was going with Col. Astor to a dinner of the Press Club.

"Col. Astor remarked," said Mr. McMurran, "that he had heard that one of the members of the Press Club had lost his sight, and was in need of assistance. I replied: 'I know he is in a very bad way, and the members of the club are trying to help him. If you would send him $50 I'm sure it would be a very gracious act.'

"Col. Astor then said: 'I guess Ill send him $250, because if he is blind he will need it.'

"Col. Astor was an associate member of the Press Club, and when the new building was started several years ago he took $2,500 of the club's bonds. A few days later the Secretary of the club received a call from Col. Astor's secretary, who left an envelope. When it was opened it was found to contain the bonds, presented to the club with the Colonel's compliments."

"The last time I entered Col. Astor's office," continued Mr. McMurran, "I found him sitting in a chair looking at the wall. Later he looked back again and said: 'Did I ever show you my commission as Colonel in the United States Army? I think more of that than any thing I have.'"

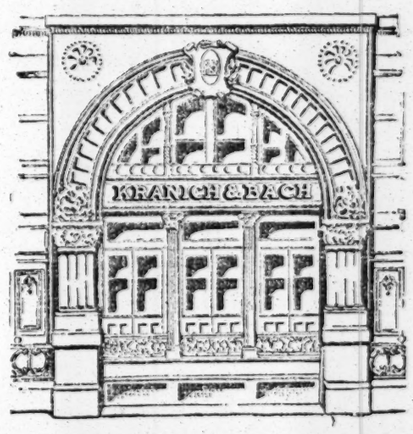
Tuxedo Tobacco not only doesn't "bite"—it's a safeguard to tongue and throat.

The practicing physician who invented the wonderful process had a sensitive throat himself—that "dip" not only stopped the sting but gives *Tuxedo* its famous fragrance—10c in the green tin.

PATTERSON'S TUXEDO TOBACCO

"The Pipe Smoke for Gentlemen"

THE "LOCATION" FALLACY



Three blocks East of Madison Square.

Two blocks from Subway Station, at 4th Ave. and 23d Street.

IT was nearly fifty years ago when this business was established and the Kranich & Bach took its place among the world's leading pianos. Since then hundreds of new piano names have been advertised, **but the number of REALLY FIRST-CLASS instruments has not increased.** Famous as it was half a century ago, so is the

Kranich & Bach Piano

to-day—only more so.

Our location on 23d Street was close to the center of the fashionable retail district when the first section of our establishment was erected. Decade after decade this center has shifted as storekeepers followed homeseekers uptown—almost alone we have drawn trade to this locality. We have increased our facilities and created many epoch-making improvements in piano construction. We have beautified our establishment and our instruments. We have kept in the van of progress in every essential. But we have not followed the will-o'-the-wisp "location" fallacy—**our business is based upon too firm a foundation to be affected by mere location.**

Our customers benefit greatly from our "stay-where-we-started" policy. We have not found it necessary to increase the price of our pianos in order to maintain excessively expensive warerooms—a piano AS GOOD AS A KRANICH & BACH **costs a hundred dollars more on Fifth Avenue.** Neither have we found it necessary to lower our high standard of materials and workmanship.

The greatest advantage a piano buyer can have offered him is to inspect and examine the many vitally important parts of a piano which are forever out of sight in the finished instrument.

Nowhere else in Greater New York can you see EVERY PROCESS of piano and Player-piano making under one roof—nowhere else can you find such well-appointed warerooms and such a complete piano factory **all in one building.**

Convenient partial payments if desired.

Kranich & Bach, 237 East 23d St.

Harlem Warerooms, 16 West 125th St.

Many people still think office equipment must be expensive to be good.

They have failed to keep up with the times.

Let them compare *our* product with that of any other high grade manufacturer. They will never again pay unreasonably high prices.

Telephone, Franklin 2261.

SHAW-WALKER

Card and filing equipment Business systems

371 Broadway

CAFE DES

BEAUX-ARTS

80 WEST 40TH STREET
BRYANT PARK SOUTH

NOW UNDER THE EXCLUSIVE MANAGEMENT OF ITS FOUNDER

LOUIS BUSTANOBY

Telephone 2300 Bryant

New Netherland Bank

of New York.
41 West 34th Street

SAFE DEPOSIT VAULTS

OFFICERS:

J. ADAMS BROWN . . President
JOHN P. MUNN . . Vice-Pres.
U. M. FLEISCHMANN . Vice-Pres.
C. J. BEARD . . . Cashier
M. L. STEVENS . . Assistant Cashier

Your preferred style, texture and weight for Spring and Summer wear. 50c. to $5.00 the garment.

15,000 cod stores sell REIS Underwear. Our catalogue will help you select. Send for it.

REIS UNDERWEAR

is recommended for its sure quality. We certify each garment with a Red REIS Label—your guarantee of quality and satisfactory service.

ROBERT REIS & CO.,
Manufacturers and Distributors,
New York.

B

The Card for the Use

Records that end with the month or year do not need as good cards as permanent records.

Let use decide you.

But always remember that we first made cards for business;—

we make most of them;—

we make them best.

Library Bureau

Manufacturing distributors of

Card and filing systems — Office, library and bank equipment

Unit card and filing cabinets in wood and steel

816 Broadway — Phone Worth 1400

THE TROUBLE

Lawmakers are trying to legislate equal parts of honesty and common sense into those of the public who are lacking in those qualities. Some men will never be practical, nor honest, nor sensible, whatever the laws and safeguards. Long Beach deals with men who do their own thinking, who know that 10 miles of restricted ocean frontage, 23 miles, 40 minutes from New York, cannot help being a remarkable investment.

Estates of LONG BEACH, 225 5th Av.
W. H. Reynolds, President

MAY LEARN IDENTITY OF TITANIC ORPHANS

Waifs Rescued by Miss Hays Believed to be Children of "Mr. Hoffman."

SUCH AN ENTRY ON THE LIST

While Cables Are Busy Trying to Discover Secret, Youngsters Are Enjoying a Life of Luxury.

No one appeared yesterday who could identify the two children saved from the Titanic by Miss Margaret Hays of 304 West Eighty-third Street, daughter of Charles M. Hays, who was lost, but R. L. Neill, New York agent for the Children's Aid Society, said late in the afternoon that he was reasonably sure their father was a Mr. Hoffman, who lost his life in the disaster.

On the only passenger list Mr. Neill has been able to obtain there appears among the second cabin passengers the entry: "Mr. Hoffman and two children." Mr. Neill hopes that the original list, which probably will be received here tomorrow, will give further information, and solve the question of the identity of the little ones.

Miss Hays and others traveling first cabin, who were rescued, are also sure that they saw the two children on several occasion before the Titanic struck the iceberg playing among the second cabin passengers. The youngsters were always accompanied by the man, who it is now believed was Hoffman, and it was his devotion to them that attracted their attention.

The children speak French, and obviously are of foreign birth, but Mr. Neill said yesterday that he was not sure as to what nationality they belong. He would not be surprised, he said, if it turns out that they are of Polish birth.

Mr. Neill recalled the story yesterday told by some of the rescued passengers that, in the midst of the excitement, a man ran up to one of the lifeboats, and started to lift two children into it. He was warned that there was no room for him. He replied that he did not want to go, but begged that the children be taken along. This man was Mr. Hoffman, Mr. Neill believes.

The children, whose given names are supposed to be Lola and Louis, are still at the home of Frank K. Hays, where they were taken by Miss Hays. They seem not the least homesick, and are having the time of their lives, for the family lives in a fine, big house not far from Riverside Drive, and every comfort and luxury is being provided for them.

Every effort has been made to get the children to talk of themselves and their parents, but their answer to all questions is a babble of almost unintelligible French. Much of their time yesterday was spent in an effort to describe to Miss Hays all about animals they found in a picture book. Not a mention have they made of their father.

While the children are enjoying themselves a great commotion has been raised in an effort to learn their origin. Etienne Lanel, French Consul General in New York, has called, and, with the authorization of the French Government, he is sending cablegrams and making a search which extends across the ocean. Scotland Yard has also been notified and asked to do its part.

Frank Hays said yesterday that the children would be provided with a home for several days by him unless they are claimed. The family does not consider adopting the youngsters, he said, but they will not want for a home, because more than a score of men and women, all apparently well-to-do, have called or written, offering to take charge of the babies. He called them babies, he said, because the eldest could hardly be more than 3 or 3½ years old.

Offers to adopt the children have also been made by persons who called at the offices of the Children's Aid Society, but in most instances the applicant has not been willing to take both, and Mr. Neill says, even if they are not claimed by relatives, he will never agree to the children being parted. "That would only make their case a more pitiable one," he said.

For the present, until something definite is established, the children will be left with Miss Hays. Mr. Neill said yesterday that he did not believe they could be in better hands. The youngsters, apparently, are satisfied with this arrangement. Yesterday they were taken for a drive on Riverside Drive, and everything is being done to divert their minds from the terrible experience through which they have passed.

SEEK WAIFS OF TITANIC.

Philadelphia Grandparents Surprised by News of Bereavement.

Special to The New York Times.

PHILADELPHIA, April 21.—Another pathetic chapter to the story of the Titanic was added to-day when James W. Van Billiard, Burgess of North Wales, Penn., received the following cablegram:

London, April 20.
James W. Vanbilliard, North Wales, Penn.
Austin and two eldest children sailed on Titanic. MAUDE.

At the home of Mr. Van Billiard it was explained to-night that his son Austin, accompanied by his two eldest children, James, 11, and Walter, 9 years old, sailed from Liverpool for a visit to the family here. There is a possibility that the children were saved, and to-morrow members of the family will go to New York to begin search among the waifs of the disaster in an effort to find the two boys.

Because Austin Van Billiards had written that he would not sail for at least two weeks yet the Van Billiards had not the slightest inkling of their loss until to-day. They had noticed the name "Billiard" in the list of lost passengers, but believed it some one outside their family.

While the exact amount is not known, it is believed that Austin Van Billiard was returning home with many thousand dollars worth of diamonds, mostly uncut stones. For the last six years he has been in the diamond fields in Congo Free State, Central Africa, and, judging from numerous letters received, his father believed that he had been extremely fortunate in his mining ventures.

A few months ago the elder Van Billiard received a letter from his son stating that he would bring his family to Philadelphia to live very shortly. He said that he would be home by Easter. His plans were upset, however, by the illness in London of his wife. He went to Amsterdam and had a number of his diamonds cut, and wrote that he would sail for America the latter part of April. Mr. Van Billiard said he had no doubt that Austin decided to come on the Titanic to surprise his parents.

BOATLOAD LOST WITH HELP NEAR, HE SAYS

Steward on the Titanic Tells of Seeing Many Drowned at the Carpathia's Side.

HE KNEW OF ICEBERG PERIL

And Says Officers Knew of It, Too —Passengers Played in Gymnasium After Collision.

Special to The New York Times.

NEWPORT, R. I., April 21.—Saloon Steward Walter H. Nichols of the Titanic, formerly steward of the steamship St. Paul, whose home is in England, dictated the following story to his sister, Mrs. James Openshaw, in New York:

"True story, told by Walter H. Nichols, who left Southampton on Wednesday, April 10, with fine weather.

"Our first day's run was 488 knots. Friday and Saturday she ran 546 knots. All day Sunday it was very cold, although the weather was fine. There was ice all around us. There were services on board that day in first and second cabins. I went to bed about 10 o'clock Sunday night, and it was mighty cold. Having crossed so many times, I knew that we were among icebergs, and I think the officers knew it, too.

"At 11:40 I was awakened by feeling a bit of a vibration. The ship went on for a bit; then the engines stopped. Nobody was frightened, and some of my roommates didn't want to trouble to get up and see what the trouble was, but I put on my coat and took a run out to look. It was very black outside, and I couldn't see anything except that there was some ice on the deck forward.

"Half of the men went back to bed, nobody believing anything was wrong, everybody having great faith in the ship.

"It was bitter cold outside, and I was glad enough to get back into the cabin. It was located not far from the engine room, and within a few minutes of the time we struck I could hear the engineers passing the order to have all water-tight doors closed.

"Well, as I said, some of the men went back to bed. I sat up talking to some of the fellows for three-quarters of an hour after the collision, when the second steward in charge of our cabin came in and gave orders to report to our positions assigned to us in the lifeboat drill. My place was with Lifeboat 15. So I went to Deck A, where the lifeboats were. On my way up I noticed some passengers about, but no one seemed to be worried or excited. As I passed the gymnasium on my way out I saw some gentlemen riding the bicycle, and another had the punching bag.

Gave Orders Revolver in Hand.

"No. 15, my boat, was the afterboat on the starboard side. There were ten of us to man the boat, which is a large one, holding about seventy to eighty persons. When I got on deck it was still very dark, but I could hear the wireless machines sputter. The officer in charge of the boats on our deck had a revolver in his hand. He gave his orders quietly, and we didn't know even then that anything serious was the matter. The ship was down in the water a little, forward, but you couldn't notice it much from where I stood. We stood in line for orders while Boats 11 and 13 were swung out on the davits and lowered.

"The crew would make them ready and get into them. Then they would lower them to Deck B, where the passengers were. The boats are held by three ropes—one on either end and one in the middle—they are cut loose by knocking out a block in the centre after she is in the water.

"I guess we waited some minutes while they were getting the two boats away, as they are very careful not to let one boat go before the other has got clear. It is a drop of about 100 feet from the boat deck to the water, and they have to look sharply to keep one boat from fouling the other. After we got in our boat and were waiting to lower it to Deck B I heard the band playing, and at that time the water was nearly up to the waist. They were in the reception room, and every man was drowned.

"Altogether it took us about twenty minutes to fill our lifeboat and get away. There was no rush or confusion on Deck B, where we loaded the passengers, and this was our hardship, as the women had to be coaxed to get into them, they thinking that the ship was safer. As it was we had to leave with only about fifty passengers, but we picked up some from the water. Our boat was one of the last to get away. None of us had any idea that the Titanic would sink. We knew that the Olympic was on the way to us, and we expected that she would come in the morning and pick up the boats and take off the people left on the Titanic.

"As soon as we got a little distance off I could see that she was down a good deal by the head because the propeller was sticking half way out of the water. When we were a couple hundred feet away from the ship I saw two flashes and heard two revolver reports coming from near the bridge. All the boats had been lowered and I did not know what the shots meant. By this time it was about 1 o'clock in the morning and the lights were still going on the main part of the ship.

"After we left the ship about four other boats got away. The women in our boat were mostly huddled together in the centre of the boat to try and keep warm. There was one lady who took off her dry coat and put it on a man whom we had taken out of the water. The women, I am glad to say, were very brave.

Tells of Terrible Shrieks.

"The ship sank slowly and steadily and then we heard a little explosion, which must have been the first boiler. After that the lights began to go out in different parts of the ship. Then came a big explosion. We could see a mass of black smoke. The boat seemed to lift right up out of the water and tilt up on end, and then seemed to break and drop back. For a minute she was right up in the air, standing on her nose. That was when the people on board went into the water. There were about 1,500 to 1,700 left on the ship, and most of them were thrown into the water by the explosion. Then a horrible shriek went up, cries for help and weird shouts—you can imagine what it is like if you have ever been around when they are feeding a kennel of dogs—that's the only thing I can think of that it sounded like.

"Just as it was getting light, a few hours later, I don't know just how many, we saw the lights of the Carpathia. No one could stay in the water for six hours and live; that's what killed the men with the life belts on.

"By the time we started to row toward the Carpathia—we didn't know it was she until later—we thought it was the Olympic. It was now light enough so we could see about us.

"Then for the first time we saw there were big icebergs around us. We counted fifteen very large bergs; some seemed miles long. I had never seen so many icebergs before; they loomed up like a lot of sailing craft. A little further off was a big icefloe; I guess it was from ten to fifteen miles long. There was a freezing wind blowing toward us from this shoal.

"When we got up to the Carpathia they were ready for us. The men climbed the rope ladders, the women were hoisted up in boatswain's chairs, and the children were put in sacks. They had expected to pick up everybody. If they had I guess there wouldn't have been room enough on board to stand. The passengers were distributed all about, and we were told to bunk wherever we could. After the Carpathia had got us all on board from the lifeboats she started to cruise about. Bodies were floating all around us; also bits of wreckage.

"We did not pick up any one; all those that were alive were in the boats, and several of the men in the boats who had been fished up out of the water were dead. They were dropped over the side later. Nobody could live long in that cold water.

"On board the Carpathia things were pretty crowded, the passengers were put wherever there was room, in the steerage and anywhere.

"Many of the women stayed in their rooms the whole trip. I heard that Mr. Ismay stayed in his cabin all the time. I did not see him. Orders came to us that no news of any kind was to be given out. The Captain handled all the news that was received or sent out. The first thing some of the passengers tried to do was to send messages to their people, to let them know they were safe, but they were not allowed to do it. They took all our names soon after we got aboard, but a lot of them were never sent ashore, mine being one.

"Boatload Lost Near Carpathia."

"One of the large lifeboats filled with passengers, while alongside of the Carpathia, was turned over by the passengers getting frightened by the exhaust pipe exhausting into their boat. All in this boat were lost.

"As to the cause of the accident, I think some one must have been very careless. There was no excuse for their not seeing the berg. We, who were below, knew there were icebergs about, and the officers of the ship must have known it. The collision must have torn out the bottom of the ship beyond the first line of watertight bulkhead doors. She must have had hundreds of tons of water in her forward part to make her propellers stick up out of the water the way they did.

"There were a lot of liferafts aboard the Titanic that were not used. If the people on board had only realized that! Some of the men did throw the liferafts into the water and jumped in after them. Then they climbed up on them, and some were saved by the small boats afterward. All the engineers were drowned. Thirty-six of them, and nearly all married men with large families. The Marconi man who was saved was hurt about the legs. They had to carry him to the wireless room on the Carpathia, but he worked most of the time. The Carpathia did not meet any ships until we were off Sandy Hook, then we were met by newspaper men, but orders were given to allow no communication, and a couple of boatswains manned the rail to see that the order was carried out.

"The customs officers were very good to us when we landed. I have been a sailor for twenty years, and have traveled the whole world over, but this is the worst yet."

In relating the story to his sister, Steward Nichols said:

"I witnessed the affectionate parting of Col. John Jacob Astor and his wife as the boat Mrs. Astor was placed in dropped to deck B. I saw Col. Astor kiss his wife and then place her in the boat. I saw no more.

"The women seemed afraid to get into the lifeboats after looking into them. They were first coaxed, and then finally, in some cases, they were pushed into them.

"My boat was the second from the last to leave the Titanic."

The story that one of the Titanic lifeboats upset when it came alongside the Carpathia is discredited by the report of Capt. Rostron of that liner and by many survivors of the Titanic who have talked of their experiences.

WOMAN NEEDLESSLY LOST.

Gave Up Her Place in a Boat That Was Not Full.

According to Mrs. W. Kinnicutt Draper of 121 East Thirty-sixth Street, Miss Edith Evans, who remained on board the Titanic, refusing to take the one remaining seat in a lifeboat in order that Mrs. J. M. Brown might be saved, was needlessly sacrificed. Mrs. Draper is a niece of Mrs. Brown and she said that Mrs. Brown had told her that room had been found for several persons picked up out of the water after the boat had been launched.

Mrs. Brown is a sister of Mrs. Robert C. Cornell and Mrs. E. W. Appleton and they were in their cabins with Miss Evans when the collision occurred. There were only two boats left on their side of the deck when Mrs. Brown and Miss Evans were called.

The officer, said Mrs. Brown, said that there was only room for one more in the boat, and immediately Miss Evans stepped back:

"You go, you have children waiting for you at home," the younger woman said.

Then Mrs. Brown was seized by one of the seamen and thrown into the boat. As it was lowered she heard the officer telling Miss Evans to "come along," and that there was one more boat.

A few minutes after that, according to Mrs. Brown's story, the last of the lifeboats on that side was lowered. It had scarcely reached the water when it overturned and she believed every one in it was lost. Whether Miss Evans was aboard that boat she could not tell. The lifeboat in which Mrs. Brown found a seat was leaking badly at the plug, she said, and women had to take off their stockings to plug up the hole. Finally, Mrs. Brown and some of the others were transferred to another boat.

Just after the transfer had been made, Mrs. Brown said, a whistle was heard. It had been sounded by Second Officer Lightoller. It resulted in at least a score of lives being saved, and among those rescued from a raft were Harold Bride, the wireless operator, and John B. Thayer, Jr.

GIBBONS BLAMES LUXURY.

Cardinal Deplores Undue Passion for Material Welfare.

WASHINGTON, April 21.—Cardinal Gibbons in the course of a sermon at St. Stephen's Church here to-day referred to the Titanic disaster in part as follows:

"The remote cause of this unspeakable disaster is the excessive pursuit of luxury. Valuable space was sacrificed in order that men and women might not lose for a day the pleasures and comforts that even on land are attainable by the few. A remarkable high speed was kept up amid grave perils for the purpose of gain, and for the same reason many hundreds of precious lives were consigned to an untimely grave. 'Man liveth not by bread alone,' and the American people ought to take earnestly to heart this grave warning and abate in no small measure the undue passion for material welfare and mere earthly enjoyments.

"While I admire the shining examples of heroism that make this shipwreck forever memorable in human annals, I admire still more the numerous evidences of religious confidence, resignation, and prayer that we meet in the narratives of the unhappy survivors. I feel confident that the unparalleled sorrow that now rests like a cloud on two continents will revive in many hearts a latent sense of divine power and wisdom and goodness, of God's rights in His own world, and of human obligations to so conduct the social order that the existence and honor of God shall be respected. This is the cornerstone of all justice, and the neglect of it is the chief reason of our modern social and economic unrest."

MOURNING IN NEWPORT.

All Churches Hold Memorial Services for Titanic's Dead.

Special to The New York Times.

NEWPORT, R. I., April 21.—In all the Catholic churches of Newport the congregations offered silent prayers to-day for the Titanic's dead.

At the close of the services at Trinity Dr. A. Madley Richardson played the "Dead March in Saul," the congregation standing. The Rev. Stanley C. Hughes spoke with deep feeling of the disaster, as did the Rev. Drs. George Vernon Dickey, Charles F. Beattie, and Emery H. Porter in other Episcopal churches.

Chaplain Denning at Fort Greble and Chaplain McGinty at the Naval Station preached on the calamity, and prayers were offered by the officers and enlisted men of both the army and navy.

Every church hereabouts held memorial services, and throughout Newport, along the harbor, and at army posts and naval stations flags are at half mast.

Odd Lots of Stock

Special conveniences and a welcome for the small investor.

Send for Circular K—"ODD LOTS."

John Muir & Co

Specialists in Odd Lots

Members New York Stock Exchange,
71 BROADWAY, NEW YORK

SMITH CALLED BACK HALF-FILLED BOATS

Survivor Says He Heard Command by Veteran Skipper to Take More Aboard.

OTHER TALES CONFLICTING

Mrs. Emil Taussig Declares Men Were Barred from Boats with Ample Room.

The fact that Capt. Smith realized that some of the Titanic's lifeboats were launched when only half filled with passengers was disclosed last night by Peter D. Daly of Lima, Peru, one of the first cabin survivors, who relates that he saw the veteran skipper rush to the railing after the boats had put out from the sinking ship, and call: "Bring those boats back, they are only half filled!"

"Of course," added Mr. Daly, "it is a fact that many boats did get away only half filled. I can relate merely the incident I witnessed. How many boats obeyed the Captain's order to return I am unable to tell."

Mr. Daly, who is the representative of Haes & Sons, stock brokers of London, says that he was in his cabin when the Titanic struck the iceberg.

"I had on my pajamas and my slippers," he said, "and when I felt the shock, I slipped on my overcoat, and went on deck to see what had happened. I was told that the ship had struck an iceberg, and I then proceeded to the port side, but could see nothing but some ice which had fallen on the deck. I heard one young woman say to another: 'Oh, come and let's see the berg. We never have seen one before.'

"No one seemed to think the ship was in danger. In fact, our fears were set at rest by the officers, who told us that the Titanic was in no danager.

"Meanwhile I returned to my cabin and dressed. I again went on deck, and I was told to put on my life preserver. I returned to my cabin and adjusted my life preserver. I also took my wallet of money.

"By this time the Titanic had begun to list forward on the port side, and the people were being assisted into the lifeboats. Let me say right here that I never saw a braver set of men in my life than the officers of the Titanic, who did all they could to assuage the fears of the women and see them safely launched from the sinking ship.

"I had taken my stand on the starboard deck near the Captain's bridge, and I made three trips across to the port side to try to ascertain what was happening. I could see nothing but the increased listing of the boat. I never caught sight of the iceberg, nor could I see any ice floes in the water.

"Many persons have told how the ship's orchestra was playing all the time the Titanic was sinking, and this I can repeat is a fact. They struck up lively airs, ragtime music, until shortly before the Titanic took her final plunge.

"The water had begun to creep over the deck where I was standing, when a woman rushed up to me and said, 'Oh, save me! save me!' Just at that moment I saw one man jump overboard head first, and I replied to the woman, 'Good lady, save yourself. Only God can save you now.' The woman was terribly frightened, and she begged me to help her make the jump. I took her by the arm and helped her overboard, and then jumped over myself, just as a big wave swept over the deck and carried me out some distance from the sides of the sinking vessel. I never saw the outline of the Titanic after that moment.

"After a struggle I found myself again on the surface of the water, floating on my back. It must have been just at the minute that the Titanic went out of sight, for I felt myself being drawn back toward the vessel by the suction. I know there was suction in the wake of the sinking ship, in spite of what others may say, for I was twisted and turned in the eddies and rapidly drawn toward the ship until I was suddenly thrown away from the spot by the force of what must have been an explosion.

"I don't know whether it was an explosion. I heard no sound. All I could see was a mass of wreckage and ice. I saw a number of chairs floating around me and men were struggling desperately to get hold of them. There was a cry of despair, awful to hear, that pierced the silence when the great ship disappeared.

"I don't know whether it was a minute or a half hour that I was drifting about in the icy water, when I suddenly bumped into a lifeboat and called for the men to give me a hand. I was pulled in by R. N. Williams and George Rheims. There were about thirty men and women in the boat. I see by the statement of Col. Gracie and Mr. Rheims that they thought the passengers were mostly stokers. I do not think this is accurate, as is shown by the fact that Col. Gracie didn't know Mr. Rheims, and they may have mistaken others in the boat who were passengers for stokers.

"Even in the lifeboat it was a desperate struggle for life, because of the confusion. We were only saved by the bravery and composure of such men as Rheims, Gracie, Mellars, and Williams."

Mr. Daly says that hundreds of lives could have been saved had the boats been filled, and he believes they would have been filled had the people on the Titanic realized that the vessel was really sinking.

"Why," he said, "I overheard numerous men telling the ladies, 'This is only a precaution; good-by, you'll be back in the morning for breakfast; there's no danger.'

"I have no criticism to make of the crew or any of the men on the Titanic. They all were heroes. I have heard that several persons were shot for crowding into the lifeboats ahead of women, but I think these reports which were thought to be pistol shots were the rockets sent up as signals. I saw one officer with a small pistol."

The wreck of the Titanic is the second accident on the sea which has befallen Mr. Daly. About ten years ago he was on a petroleum steamer returning to Peru, when the vessel struck a derelict in the Bay of Callao and was saved only by the buoyancy of the petroleum tanks which she carried.

Mrs. Emil Taussig, who was saved with her eighteen-year-old daughter, Ruth, while her husband stood by on the deck, also tells a story of half-empty boats, but she adds that incompetent stewards, unable to handle an oar, were assigned to man them.

"When we came on deck," said Mrs. Taussig, "Capt. Smith was preparing the eighth boat to be let down. There was only one seaman in sight, but a number of stewards had rushed up between the crowding men and women. The Captain turned to the stewards and asked them if they knew how to row. They answered 'Yes,' hastily, and four of them were allowed to jump in.

"Only twenty women were near the boat, and these were put in. My daughter Ruth was among the first, but I said that I wouldn't go if my husband did not accompany me. There was room for fourteen more after the last woman had found her place, and they all pleaded to let the men take the empty seats.

"But the Captain said that he would not allow it. I was frantic. There was that boat, ready to be lowered into the water and only half full. Then the orders came to lower. The men were pleading for permission to step in, and one came forward to take a place next to his wife. I heard a shot, and I am sure it was he that went down.

"Then the boat swung out from the deck. I was still with my husband, and Ruth had already disappeared below the deck. I gave a great cry—I remember perfectly calling out the name of my daughter—and two men tore me from my husband's side, lifted me, one by the head and one by the feet, and dropped me over the side of the deck into the lowering boat. I struck on the back of my head, but I had furs on, and that fact probably saved me from greater injury.

"The terrible thing was that we had so much room left for the poor men who were snatched away. When we got to the water the four stewards who had told the Captain they could row couldn't row at all. There was only one seaman to command the boat, and an English woman whose name I cannot now remember took an oar and rowed until we were half a mile from the Titanic. My daughter also had furs on. The sailor took them from her.

"'You'll not need them,' he said, and we never saw them again. Yes, we saw the boat go down. Gradually as she sank the lights in front would disappear. In that way we could see how slowly she sank—it was very slow."

Mrs. Taussig, who is living with her father, Hermann Mandelbaum, at 1,229 Park Avenue, complained that there was no alarm to awake the passengers. She says that the lack of sailors to man the lifeboats and the disorder in filling them was due to the fact that most of them were still below when the necessity of lowering became urgent.

She said that her husband, who was abandoned while the half-filled boat was lowered, was an expert oarsman and volunteered his services to the Captain.

"But he was ordered back," she said, "while the four stewards who couldn't row at all were permitted to jump in."

SHIP WAS ON RIGHT ROUTE.

Belief That Titanic Was Not Is Wrong, Says Hydrographic Office.

WASHINGTON, April 21.—"The popular impression that the Titanic was not following the southern route when she met disaster on April 14 is incorrect," says a statement made public to-day at the Hydrographic Office of the Navy.

"Reference to the pilot chart for April shows that the lane for the Spring months was the one along which she was moving. This was exactly upon the westbound track. The impression that she was on the northern route may have arisen from the fact that the westbound track which she was traveling lies immediately north of the eastbound track. But this is as it should be, and agrees exactly with the understanding entered into by the various steamship companies in 1898. Whether she should have diverged to the southward upon being informed that ice had been sighted along the accepted routes, is another question."

The statement admits that the ocean routes for the Spring should be moved farther south. Changing the routes to the south, according to the estimate of the Hydrographic Office, would increase the eastbound route between Ambrose Channel Lightship and Bishop's Rock from 2,906 to 3,129 nautical miles, and the westbound route between the same points from 2,593 to 3,091 nautical miles.

BUTT DIED AS HE WISHED.

"Leaving a Name Reflecting Credit on His Family," as He Wrote.

Special to The New York Times.

ATLANTA, Ga., April 21.—Major Archibald Butt died as he wished to die when he gave his life in order that women and children might escape. Just before Major Butt sailed on the Titanic an Atlanta woman, a relative of the President's aide, received a letter from him which contained this sentence:

"My ambition is to die leaving a name that will reflect credit on my family."

"Archie achieved his ambition," said his relative to-day. "He died a good death, and we are proud of him."

Special to The New York Times.

WORCHESTER, Mass., April 21.—Deeply grieved over the loss of her personal friend, Major Butt, military aid to President Taft, who was drowned with the sinking of the Titanic, Miss Della Torrey, the aged aunt of the President, is today confined to her home in Milbury, and would say little about the disaster other than words of praise for Major Butt, who had many times been her guest.

"Major Butt faced death on the deck of the Titanic, I believe, calmly and bravely," she said, "and aided in every way possible to save the women and children. He was that kind of a man and would aid regardless of his own life."

When it was first known to Miss Torrey that Major Butt was a passenger on the Titanic she sent word to Washington to her nephew for news of Major Butt's safety, and when it was finally known that he was among those who perished she restrained her emotions with the greatest difficulty.

MESSAGE BUTT WAS BRINGING.

May Now Reach Taft from Rome Through Mgr. Bonzano.

Special attention is directed to the arrival in Washington this week of Mgr. Giovanni Bonzano, newly appointed Apostolic Delegate to America, by reason of the fact that he was the last man to be in official consultation in Rome with Major Archibald Butt, President Taft's aid, who went down with the Titanic. Major Butt, it has been said, was bearing an important message from the Pope to the President. It is possible that this message will now be made known by Mgr. Bonzano.

He is the fourth Apostolic Delegate to the United States since the establishment of that office by Leo XIII., Jan. 24, 1893.

DAY OF MOURNING IN ENGLAND.

Eloquent Tributes Paid to the Notable Victims of the Disaster.

LONDON, April 21.—Sunday was observed as a day of mourning throughout the kingdom. Every place of worship, from cathedral to the smallest hillside chapel, held special services. In each of them "Nearer My God, to Thee" was sung.

Eloquent tributes were paid by eminent preachers to the Captain and crew of the Titanic and the notable victims of the disaster, like W. T. Stead and others. In many cases the offertories were devoted to the relief funds, which now aggregate more than $500,000.

Special services were held on all His Majesty's warships, and mourning was generally observed in the same manner in the British colonies.

In addition to an almost universal movement in the direction of providing better life-saving appliances on ocean liners, there are indications of a movement for taking better advantage of the wireless. The necessity of two wireless operators being aboard every vessel is emphasized by the fact that the liner Parisian missed the Titanic's call for help because the operator was off duty at the time, and an agitation has been begun here in favor of the Board of Trade formulating regulations to govern the wireless arrangements aboard ships.

The Austrian Government also has taken steps to assist in the installation of a wireless system on all ocean passenger steamers, the Government bearing part of the expense on condition that it will receive a percentage of any salvage moneys obtained through wireless calls.

CALIFORNIAN 17 MILES AWAY.

Had Heard Nothing of the Disaster Then, Says the Virginian's Captain.

LIVERPOOL, April 21.—The Allan Line steamer Virginian arrived here to-day. Capt. Gambell was unable to throw any light on the messages which were sent broadcast last Monday that the Virginian had the Titanic in tow and that other steamers were standing by.

The Virginian had two wireless operators aboard, who transmitted onward all news received.

"We passed the place where the Titanic sank," said Capt. Gambell, "at a distance of six or seven miles. I had to go around an ice field. The ice was closely packed between us and the position of the Titanic when she went down, and there would have been great danger in going nearer. No boats, packages, or wreckage were to be seen."

The Virginia received the first wireless message concerning the accident to the Titanic from Cape Race at 12:40 o'clock Monday morning. It announced that the Titanic had struck an iceberg and was in need of immediate assistance.

Capt. Gambell altered his course and proceeded 162 miles in the direction of the Titanic. At 10 o'clock in the morning he received a wireless from the Carpathia:

Turn back. Everything O. K. Have 800 on board. Return to your northern track.

The Virginian then proceeded eastward and sighted a field of ice and numerous bergs. Previous to that she was in communication with the Russian steamer Birma, which, at 3:45 A. M., was fifty-five miles from the Titanic, and also with the Californian, Carpathia, Frankfurt, and Baltic.

"At 5:45 A. M.," continued the Captain, "I was in communication with the Californian. She was seventeen miles north of the Titanic, and hadn't heard anything of the disaster. At 6:10 I sent a Marconigram:

Kindly let me know the condition of affairs when you get to the Titanic.

He immediately replied:

Can now see the Carpathia taking passengers aboard from small boats. The Titanic foundered about 2 A. M.

The Virginian heard the Carpathia advising the Baltic that she had about 800 survivors aboard, and was proceeding for Halifax or New York, and advising the Olympic that all the boats had been accounted for; that a careful search had been made among the wreckage for survivors, and that the Californian was going to remain in the vicinity for some time.

When the Virginian was hastening to the Titanic all her boats were swung out ready for use. A party of bluejackets returning from the Pacific station under Lieut. J. S. Morrell volunteered to man the boats.

FRANKFURT TOO DISTANT.

Captain Says He Started for the Scene as Soon as Called.

BREMEN, April 21.—The North German Lloyd Steamship Company has issued the following statement, after having taken under advisement the statement made by Harold S. Bride, assistant wireless operator of the Titanic, regarding the steamer Frankfurt:

We sent a wireless message to the Frankfurt and have just received the following reply: "The steamer Frankfurt turned north immediately after getting the signal of distress, and arrived 10:30 at the scene of the disaster. The distance was 140 miles. We found the steamers Birma, Virginian, and Carpathia there. HATTORF.

Capt. Hattorf is commander of the Frankfurt. According to the testimony given by Bride before the Senate Investigating Committee, the first reply to the Titanic's call for help was received from the Frankfurt.

"We sent the C. Q. D." said Bride, "and the Frankfurt answered. We sent our position, and the Frankfurt replied, 'Stand by.' About twenty minutes later the Frankfurt asked, 'What's the matter?' We answered, 'You're a fool; stand off and don't interfere.'"

Bride went on to testify that they had asked for the position of the Frankfurt, and that the only answer was, "Stand by."

WATCH THE
Woolworth Building Grow
with the speed and economy of Atlantic Terra Cotta Construction.

The outside, visible facade, from 3rd story to roof—52 stories —700 feet in height, is of light cream Atlantic Architectural Terra Cotta.

Atlantic Terra Cotta Co., 1170 B'way
BOOKLET ON REQUEST

Established 1788

If it has been

Carstairs Rye

the Night Before, there is no Morning After.

Which is merely putting into epigram some solid fact.

Carstairs Rye is a blend of the purest rye whiskies, aged in wood.

It has been made and sold for 123 years—time enough to have been "found out" if it ever betrayed a trust as to quality, purity and uniformity.

At all clubs, cafes, hotels and restaurants.

The Numbered Label Shows Our Bottling

UNRIVALLED

for CLEANING AND POLISHING SILVERWARE and all fine metals.

SILVER **ELECTRO-SILICON** POLISH

Goes further. Lasts longer. Inexpensive. Guaranteed harmless. Beware of Worthless Imitations. Send address for

FREE SAMPLE

The Electro-Silicon Co., 30 Cliff St., N. Y.
Sold by Grocers and Druggists.

Lackawanna Limited

Lackawanna Railroad

Leaves New York 10 A. M. Daily for Buffalo and Points West

The Road of Anthracite

The Man in the Tower Sees Some Old Suits

AN old suit is like a poor relation.

It is a shadow in the noontide of your prosperity.

You know its every spot and wrinkle.

When you lift last Summer's favorite gently from its Winter winding sheet, you fancy you have forgotten its familiar defects.

You wear it downtown.

And then comes the awakening.

* * *

And some new suits are like poor relations.

They begin with undue familiarity with the latest fashion sheets—from the West.

They wind up by embarassing you in company where you desire to appear unusually well.

Weber and Heilbroner

Spring Suits and Overcoats are of a different kind.

They are refreshing with their New York spirit and their new Spring woolens — both borrowed from New York tailors of repute.

$20 to $40 for the suits —$25 to $35 for the overcoats.

* * *

The hats, shirts and neckwear in all nine of these stores are chips off the same Manhattan block.

Weber and Heilbroner

369 Broadway 58 Nassau · 241 Broadway 150 Nassau · 757 Broadway 20 Cortlandt · 1185 Broadway 27 New · 42nd and Fifth Avenue

Clothes at 27 New, 150 Nassau, 241 Broadway, 28th and Broadway, 42nd and Fifth Ave.

Beginning this morning Sale of Men's Shirts

values 2.50, 3.00 and 3.50

at 1.65

¶ Recently we ran across some fine domestic and imported shirtings — the balance of an importer's stock—whose experience proved that the first shall be last and the last shall be first. For the fabric first to be rolled is the last to be cut.

¶ These shirtings were offered to us at such a favorable price that we felt it our bounden duty to take them. To be successful in merchandising one must be an opportunist. So we bought these shirtings, had them tailored the best we knew how, and, oblivious to their far higher values, marked them at the uniform price of 1.65.

¶ Imported and domestic Madras, fine mercerized cloths, and silk-and-linens, in plain colors, and in those exclusive striped effects that appeal to the man of taste. Plain and pleated laundered shirts, and soft bosom shirts with turn-back French cuffs. All sizes and sleeve lengths.

Saks & Company

Broadway — 34th Street.

MANY CREEDS PRAY FOR TITANIC DEAD

Memorial Services Held in the Churches of Nearly Every Denomination in the City.

LOST PRAISED FOR BRAVERY

Cardinal Presides at St. Patrick's Cathedral—Bishop Greer Preaches at St. John's—Services at Trinity.

Before congregations, larger in almost every instance than had gathered for many Sundays, the clergymen of various denominations in New York, read yesterday the religious lessons of the loss of the Titanic. One urged that the people seek earnestly not to confuse the blame lying upon the White Star Line with any possible responsibility resting upon God.

Another urged that the voice of God surely went out upon the waters from the hymnal tunes of the perishing musicians of the band, just as it was heard in the soft tones which Mrs. Straus spoke to her husband as the two went down together in each other's arms.

Not all of the churches gave over their services entirely to memorial purposes, but in each the music, strangely contrasting to the joyous Easter anthems so recently heard, was of solemn and dirgeful tone.

In several churches, where more people presented themselves than could gain admission, announcements were made of memorial services to be held at a later date. In all the churches, regardless of denomination, mention was made of the roll of honor of heroic men who went down.

Services in the Cathedral.

At St. Patrick's Cathedral, the Rt. Rev. P. J. Hayes offered the church's ritualistic prayer for the missing, in which the congregation joined. While Cardinal Farley presided at the high mass, Mgr. Hayes spoke of the deep sorrow in which the faithful had come to the service.

"We only know that our faith teaches us," he said, in speaking of the disaster, "that we have an eternal destiny, and that our souls are immortal; that Christ promised us when he came to earth and died for us that we shall enjoy through faithfulness to Him an eternity with Him hereafter."

Announcement was made at the service of a special requiem mass for the Titanic's dead in all Catholic churches of this diocese at 9 o'clock this morning.

Hours before Bishop Greer opened the memorial service in the Cathedral of St. John the Divine, a small group of men and women, most of them old, with gray hair, and most of them in black, sat in the front seats with heads bowed. Mourners for lost friends and relatives they waited to take part in a tribute in which 4,000 others were later to join.

The church was draped in black and purple. The immense congregation that gathered at 11 o'clock remained for two hours to hear the most impressive of all the services that have been held in this cathedral. Those who were present listened in deep silence as Bishop Greer pronounced the opening sentences from the Episcopal prayer book.

I am the resurrection and the life, saith the Lord; he that believeth in Me, though he were dead, shall he live; and whosoever liveth and believeth in Me shall never die.

We brought nothing into this world, and it is certain we can carry nothing out. The Lord gave and the Lord hath taken away; blessed be the name of the Lord. They asked life of Thee and Thou gavest them a long life, even for ever and ever.

Special prayers for those lost on the Titanic were given. Among the prayers was the following:

O, Eternal God, who alone spreadest out the heavens and rulest the raging of the sea; we commend to thy almighty protection thy servants, for whose preservation on the great deep our prayers are offered. Guard them, we beseech thee, from the dangers of the sea, from sickness, from the violence of enemies, and from every evil to which they may be exposed. Conduct them in safety to the haven where they would be, with a grateful sense of thy mercies, through Jesus Christ, our Lord, Amen.

Sermon by Bishop Greer.

"It is impossible to voice with adequate expression that sense of grief and loss which is to-day so widely and so profoundly felt," said Bishop Greer in the course of his sermon. "The shock of that disaster happening on the seas, which by its swift and unexpected occurrence has startled and appalled us, has also struck us dumb, and, feeling and sharing the sorrow of those who have been bereft, we know not what to do but to bow our heads and suffer in silence with them and weep with those that weep.

"For this certainly is not the occasion or the service in which to try to show in what way or ways that disaster on the seas might have been avoided with a view to preventing a future recurrence of it. That time will come. It must come, and come soon. For the public conscience has been stirred by that great disaster, as well as the public heart, and a full inquiry must be made into the causes of it, and great will be our blame, criminal will it be, if when we know them we fail to do what we can to remedy or remove them.

"From those who have gone not to return a message has come, which throughout the world has been already voiced, and I can but repeat it. It is the message of a courage, of a heroism, of a sacrificial bravery of the finest and highest type, not the courage of the soldier on the field of battle who is facing physical danger or facing physical death, and to whom such courage has come through the discipline of war, but a courage greater than that—the courage of those who were facing death, the courage of those who were feeling then the anguish of separation from all that made their lives on earth dear and precious to them, who saw that precious freight lowered into the boats, drifting and floating from them, beyond their reach and call.

Died to Fitting Music.

"Where on all the famous battle fields of history do we find a finer and greater courage than that? And if what is reported be true, how fitting were the music strains which floated then about them! For were they not at that moment, while standing bravely on that sacrificial duty, standing nearer to God? Shall not their example teach this twofold lesson to us, that, in spite of all their lacks and all the limitations, the men of this generation and the women are not lacking in courage, and that they do not need the training, the discipline, the experience of war to teach it or to give it?

"And what is the message from the sea to those who have survived it? That is a message which in the sanctuary of their sorrow God alone can give. We may not intrude into that holy place lest any voice of ours should make them less distinctly hear that other voice of God.

"To His gracious mercy and protection we commend them, these bereft and afflicted souls whom to-day we bear upon the burden of our prayer. In their loneliness may they have the comfort of His presence; in their perplexity the guidance of His wisdom, and in the sorrow of their separation from friends out of sight may they have the peace of the fellowship of Him who hath borne our griefs and carried our sorrows, and by whose stripes we are healed, our Saviour, Jesus Christ."

During the service at the Cathedral of St. John the Divine John B. Cooke of Irvington-on-Hudson was so overcome by the consciousness of the disaster's size that he swooned and had to be assisted from the church.

In Col. Astor's Church.

Many men and women broke down and wept at the services in St. Thomas's Church, Fifth Avenue and Fifty-third Street. Mrs. Arthur Ryerson, who arrived aboard the Carpathia, was in the congregation with her two daughters and a son. Her husband had perished with those left aboard the Titanic.

Mrs. Ryerson and the members of her family, by the way, will go to Philadelphia to-day to bury a son who was killed a week ago in an automobile accident.

"I fear the feeling is too tense," said the Rev. Dr. Ernest M. Stires in opening the services at St. Thomas's, "to make possible a memorial exercise at this time, but we must struggle to control our feelings as best we can. Eight of our dear friends were aboard the Titanic, four men and four women. The four women are still in this life and the four men in the life that is to be. Of Major Butt and Col. Astor, who were not afraid to face bullets in the Spanish-American War, I cannot trust myself at this moment to speak. In Arthur Ryerson this country lost a model citizen and a devout Christian. And who among us can fail to join in honoring the memory of Isidor Straus?

"The disaster has made of the whole human race a sorrowing family. The band played 'Nearer, My God, to Thee,' on its knees, sinking down into the depths. To-day I hear them from the heights, for they died a death worth dying to teach us how to live a life worth living."

At the Washington Avenue Church the Rev. Robert MacDonald praised fervently the "light-hearted courage of the man of the world, who, not acknowledging Christ, yet serves His commands in freely chosing death in honor to safety through cowardice."

At Trinity Episcopal Church Dr. Manning, the pastor, spoke of the comfort to be had from the thought of the manner in which the splendid heroes of the catastrophe gave up their lives. At the close of the service he read prayers for the dead, for the friends and families of the dead, and for the bereaved survivors.

"The very nearness of the disaster," said Dr. Manning, "fills many with despair, and nowhere can they see even the smallest rift in the darkness which surrounds them. But gradually the first sudden shock will give place to a calmer sorrow, and then will the comfort of God be felt among us. Even now, in the pangs of the first shock, we can feel joy in our hearts that brave men and women, when they met the supreme test, faced death in such a manner as they did.

"Their example on board the sinking ship made the world richer. We pay our reverend devotion to those brave men. For among them there were not scenes of wild despair and hopeless panic. There were not the brutal struggles of those that believe with death all things end. Everywhere were prayers offered. The last thought of every one was of God."

Most of those in the congregation were sobbing softly as the prayers for the missing closed the service. A special service for the living and the dead of the disasters was announced for Tuesday morning at 11 o'clock.

At the morning service in Grace Episcopal Church the following letter from the Rev. Dr. Charles L. Slattery, pastor of the church, was read by an assistant, Dr. Slattery being out of the city:

My Dear Parishioners: I know that you would have me voice for you the sympathy of Grace Church for the sorrow that fills many hearts to-day throughout the land. The calamity which overcame a great company of people at sea makes it hard for us to think of anything else. I know that to many of you the sorrow must be personal. But all this sorrow must be tinged with a certain solemn joy, because humanity, called to a sudden test, proved itself heroic, and those you loved showed themselves worthy of Him who said: "Greater love hath no man than this, that a man lay down his life for his friends."

Our own parish has devout cause for thanksgiving, because of our own number there were some to return to us from the tragic experience. And we may also thank God for one whose face we shall not see again in this life, but whose love cast a glory over the scene through which she passed to a brighter life, for which such sacrifice is the noblest gateway.

That we may give expression as a parish to our sorrow, our sympathy, and our thanksgiving, I ask you to take part in a service memorial to all who have suffered on Wednesday next at 12:30 o'clock. I place the service at this hour that all of the various congregations that worship in this church on both Sundays and week days may come together as one people to lay our burden before God and ask Him to make us worthy of those who have died. Faithfully yours,

CHARLES LEWIS SLATTERY.

Blame Upon Steamship Line.

At the Grace Methodist Church, in West 104th Street, the Rev. Christian F. Reisner spoke of a fear lest God be blamed too much and the White Star Line not half enough.

"Abusing providence is empty of results," he said. "We must face the issue and fight it out, or else grow hard-hearted. We found our giant sea monster a mere toy when touched by one of nature's floating snowflakes. Man has done so much he has become puffed with pride. And he has paid the price. The best accounts convince us that an effort for a speed record caused the catastrophe.

"Wireless warnings, a colder atmosphere, the unfamiliarity with a new route, were all ignored as causes for caution. Some one suggested that fate follows this Captain. Let us say, rather, fate has followed this company. The Republic barely escaped furnishing an exactly similar catastrophe.

"Why is it that the Cunard Line has never yet lost even a passenger, let alone produced such tragedies of the ocean as this? Perhaps the accident will make an aroused people begin to think, and if it does, then the toll of death will not have been paid in vain."

While he was not mentioned by name, it was considered that there was a reference to J. Bruce Ismay when the speaker said that "some who escaped would find they had saved so cheap a life that none will fellowship with them."

"The millionaire and the deckhand stepped to eternity together, and whoso played the coward will ultimately betray himself, and find out that he would better have been dead. What could be more noble than the manhood displayed at the end of Isidor Straus and of Major Butt and of Col. Astor?"

More Words of Censure.

Dr. William Carter read the psalm, "the floods have lifted up their voice," as an appropriate opening for his sermon at the Madison Avenue Reformed Church. He denounced the White Star Line for its "self-assurance," which, he said, "made it feel competent to deal with wind and weather, of which other ship owners were afraid—afraid as their Captains clearly indicated by flashing to the Titanic many warnings of the icefields and the dangers close at hand.

"Had it not been for this self-assurance," Dr. Carter said, "Capt. Smith would have heeded the warnings, and would have been himself upon the bridge at that critical time, instead of leaving the watch to a subordinate."

The Russians of the city gathered in large numbers at the Church of the Holy Virgin Mary, Fourteenth Street and First Avenue, where a requiem mass was celebrated by the Rev. Peter Popoff. Prayers were offered for all Christians who were drowned. A donation for the sufferers was taken up, the $400 resulting being sent to the Women's Relief Committee.

The disaster made a memorial service so seemingly appropriate to the Rev. Howard C. Robbins of the Church of the Incarnation, Madison Avenue and Ninety-fifth Street, that a special service in honor of the church's sixtieth anniversary was postponed for one week. The Rev. Mr. Robbins pointed out in his sermon the utter needlessness of the sacrifice, and the lack of precautions which the White Star Line should have felt it incumbent upon itself to take, especially after the repeated warnings of its many previous disasters.

W. J. Bryan a Speaker.

At Calvary Methodist Episcopal Church, 129th Street and Seventh Avenue, William Jennings Bryan spoke upon thoughts of immortality of the soul inspired in him because of the Titanic's wreck.

"I believe in the resurrection," he said, "and I know that the Almighty will give me a new body in the next world. I do not know what kind of a body it will be, but I can leave that to His judgment."

The memorial service at St. Bartholomew's Church, Pacific Street, near Bedford Avenue, Brooklyn, was conducted by the Rev. Frank W. Townley, who pointed out from the disaster the nearness of all nations and men of all faiths in a common, worldwide sorrow. "The lives of all nations have been exalted," he said, "and we have learned that chivalry is not dead."

The choir of St. Andrew's Episcopal Church, in West 127th Street, opened the service with a silent processional through the aisles, while Chopin's funeral march was played. About 1,200 persons were present, and most of them broke into tears before the service was done. The Rev. George R. Van de Water urged that the judgment of the people be withheld against the White Star Line until the investigation now in progress had completed its report. He said he knew Capt. Smith of the Titanic personally, and knew him as a splendid seaman.

At the service in St. Paul's Methodist Episcopal Church, at West End Avenue and Eighty-sixth Street, the Rev. Dr. Eckman urged none to feel that God's will was not done because some worthless men were spared while so many good men sank into the depths.

"But we need not despair of this," he said. "Let us rather think of the spirit of God that existed in the hearts of those husbands and wives who went together with their arms knit together in death."

Accident Due to Speed.

The Rev. Dr. William McLane at the New York Presbyterian Church, 128th Street and Seventh Avenue, built his sermon largely upon incidents in the reports of the Titanic's loss.

"We must fully accept the fact," he said "that this was an avoidable accident occasioned by driving a steamship at full speed in a dangerous place to make a record. Back of the Captain's orders was the company's command or understanding that such a voyage must be made, and back of the company's orders was the public demand. And this demand was for speed—speed first, and all else second."

Before the sermon at the Fifth Avenue Presbyterian Church the Rev. Dr. G. A. Johnston Ross of Montreal read a resolution asking the congregation to "join and share with all Christendom in pity for those who suffered in the wreck, and to beseech for the survivors the kindly care and blessing of God."

Oscar Straus and his son and daughter were present at the memorial service held in the Church of the Divine Paternity at Central Park West and Seventy-sixth Street.

The Rev. Dr. Frank Oliver Hall, pastor of the church, announced that while the congregation had lost no members in the disaster many had lost intimate friends, so that the service would be to a large degree personal and affectionate.

"God's explanation for the sinking of the Titanic," he said, "is precisely the same as God's explanation of the burning to death of 148 girls in the Triangle shirtwaist factory a year and a half ago."

Father McCorry at the Church of St. Catherine of Genoa in West 153d Street preached a sermon on the Titanic disaster, following high mass. He asked the congregation to join in singing the hymn sung aboard the Titanic after the last boat had gone. Many started, but most of them ended the verses of "Nearer, My God, to Thee," in sobbing. Father McCorry said the world had no greater heroes than those who glorified themselves in dying that women and children might go first and so be saved.

Expressions of profound sympathy for F. P. A. Franklin, Vice President of the White Star Line, and a parishioner, marked the memorial service at St. Bartholomew's Church, at Madison Avenue and Thirty-fourth Street. The Rev. Dr. Leighton Parks, after referring to the fact that Mr. Franklin was a member of the congregation, said that he felt sure he voiced the sentiments of all present when he said that "the congregation felt the most profound sympathy and respect for that friend and brother in the heavy load of labor and anxiety he had had to carry through the week."

At the Swedish Lutheran Church, 412 Brook Avenue, the Bronx, the Rev. Fritz Larson, the pastor, in referring to the catastrophe, declared that he felt proud of the conduct of the 100 Swedes who composed a part of the crew.

One of the most remarkable memorial meetings which assembled yesterday to offer prayers for the victims of the Titanic and the consolation of their surviving relatives was an unannounced open air gathering in Madison Square. The meeting was one of a series of Sunday afternoon revivals which are being conducted by Miss Emily Innes. It attracted a crowd of several thousand persons, who listened attentively and in respectful silence to the little English street missionary as she led a handful of her disciples in an impromptu prayer for the consolation of saddened hearts on both sides of the Atlantic.

The service at the Free Synagogue was conducted by Rabbi Emil G. Hirsch of Chicago, who had come to this city in the expectation of conducting an anniversary service in honor of the fifth completed year of the synagogue's existence.

In presenting Rabbi Hirsch to the congregation, Abram I. Elkus said: "It will be a long time before the world will forget the quiet and manly heroism of Isidor Straus and the wifely devotion of Mrs. Straus."

In the congregation were the parents of Benjamin Forman, who was lost on the Titanic. Those near Mr. and Mrs. Forman began to sob as the service opened, and many wept with them before its close.

"I want to say for the Jews aboard the Titanic," declared Rabbi Hirsch, "that they also knew how to die. Out of the clouds God speaketh, and out of the darkness gleams the glory of God. Without distinction as to creed, it was the gift of a faith in God common to all mankind that enabled those aboard the Titanic to face death with calm."

Dr. M. H. Harris, at the Temple Israel of Harlem said he wished to hear more about the hand of man in the wretched Titanic affair and less about the hand of God. "The consoling and redeeming feature of the tragedy," he said, "was its vindication of humanity, a vindication well expressed in the scriptural verse fitting the case of Mr. and Mrs. Straus: 'lovely and pleasant in their lives and in their death they were not divided.'"

Butt's Classmates in Church.

About twenty classmates at the University of the South of Major Archibald Butt attended the memorial service on the Titanic dead at St. Mark's Church, Second Avenue and Tenth Street. The rector, Rev. W. N. Guthrie, was a classmate of Major Butte. After the service a committee was named to draw up resolutions of sympathy to be forwarded to Major Butt's family.

Classmates who were named on the committee included Dr. John H. P. Hodgson, T. Channing Moore, Robert B. Elliott, William M. Puckette, and Beverly Wrenn. The Rev. Mr. Guthrie referred to the "fervent justice" of President Taft's tribute to Major Butte when he said he was sure he was not among the living, as soon as he had heard that 1,300 were dead.

ALL DUE TO GREED, SAYS PARKHURST

That and the Passion for Luxury Explain the Titanic Disaster.

NO DIVIDENDS IN LIFEBOATS

So These Were Sacrificed to Glitter That Draws the Crowd—Days of Remorse for the Owners.

The Rev. Dr. C. H. Parkhurst, pastor of the Madison Square Presbyterian Church, in his morning sermon yesterday took as his text Ezekiel, vii., 19—"Their silver and their gold shall not be able to deliver them in the day of the wrath of the Lord"—and applied it to the Titanic disaster. Dr. Parkhurst did not mention J. Bruce Ismay by name in his sermon, but he did refer to a man "now here with the others" in a way that left little doubt that he had Mr. Ismay in mind.

"I have used the event of the sinking of the Titanic," said the pastor, "because it is tremendously in the general mind at the moment and on the public nerve, and because it is the terrific and ghastly illustration of what things come to when men throw God out at the door and take a golden calf in at the window.

"I have used it because it exhibits on a monstrous scale that everything is for existence and nothing for life, and that everything lends an ear to the hard, cold, glittering metallic basis of the dollar. I am impelled to this not by any motive of anger, but by indignation that is hot and holy.

"For all this sorrow, this horrible slaughter, this parting of loved ones, tragic rending of families, separation of husbands and wives, fathers and children, lovers and brides, at the moment of the ship's immersion, was totally without reason.

"This last week, since Tuesday morning, has been a serious one—serious not only for the bereaved, but serious for the city, the country, and the world. The very complexion of the town has altered itself. The public has been imaginatively the witness of an appalling tragedy. We have been sobered by it, for it has cut down into the very fabric of our souls. We have been shaken by it, for it has pierced us to a point deeper than where we ordinarily live. It has bored down into the substrata of our being.

$10,000,000 Casket for Helpless Dead.

"Different temperaments have, of course, seized upon different aspects of this unparalleled tragedy. Each of you has your own line of contemplation. I am going to tell you mine, and I am going to cut as close to the line of truth and to the nerve of the sensitive heart as I know how; for if this event is treated as it ought to be it is going to produce some searchings of heart that will modify to a degree the attitude of the general mind toward certain vital questions of individual and public life.

"The picture which presents itself before my eyes is that of the glassy, glaring eyes of the victims, staring meaninglessly at the gilded furnishings of this sunken palace of the sea; dead helplessness wrapped in priceless luxury; jewels valued in seven figures becoming the strange playthings of the queer creatures that sport in the dark depths. Everything for existence, nothing for life. Grand men, charming women, beautiful babies, all becoming horrible in the midst of the glittering splendor of a $10,000,000 casket!

"And there was no need of it. It is just so much sacrifice laid upon the accursed altar of the dollar. The boat had no business to be running in that lane. They knew that the ice was there. They dared it. They would dare it now were it not for the public. It is cheaper to run by the short route. There is more money in it for the stockholders. The multi-millionaires want more money. They want as much as they can get of it. The coal is now saved. It is starting a little mine at the bottom of the ocean between Sable Island and Cape Race.

"It is a lesson all around to the effect that commercialism, when pushed beyond a certain pace, breaks down and results in stringency and poverty; and that action, when crowded, produces reaction that wipes out the results of action.

"And then there is the matter of the insufficiency of lifeboats. I recall now what a Captain on an ocean liner said to me twenty years ago. We were standing on the deck, and he admitted then that his ship had insufficient lifeboats to save all in case of accident.

"'What would you do if the ship were sinking?' I asked him.

"'We would take off as many as we could and land them,' he replied. Then he continued, with a fiendish chuckle, 'And then we'd come back for the rest.'

"This cruel Captain's words have been repeated often since. But those boats that landed last Thursday night did not go back for the rest. Those that remained will stay there. The steamship companies want payment for what they carry. Lifeboats and rafts don't pay dividends. Passengers do. And they pay in advance and the money is in the treasury, ready to be divided as dividends.

"Demands for improvements are always treated the same way. If neither Government nor the people demanded them the steamship companies would furnish lifeboats if the individual members of these companies—stanch, wealthy, godly men, most of them—thought as much of the value of human life as they do of what they receive in passage money. Willing to risk loss of life rather than diminish net gains! More commercialism! Lives against ducats! More worship of the golden calf! Worshipping God in the sanctuary and worshipping Mammon in the steamship business!

Remorse Should Consume Them.

"We can conceive no severer punishment for those steamship men—the one who is here now with the others—than to be compelled to read and reread the harrowing details of those two hours from midnight to 2 A. M. on the morning of the sinking of the ship. We will not be angry with them. Rather will we pity them, for if their hearts have not been hardened to the consistency of the metal in which they deal, the perusal of the ghastly record, the contemplation of the vivid drama of men leaping to their death, bidding long good-byes to those loved ones, and all to the accompaniment of the infernal music of the orchestra, ought to give them a foretaste of the tortures of the damned.

"Yes, we pity them, for unless their hearts are clean gone and burnt to a crisp these days are to them days of remorse, of gnawing of the soul. Their guilt is not momentary. It is driven home with a gold hammer, which will beat them into sensibility. Had Providence held back the tragedy the moral lesson only would have been delayed.

"The two sore spots which really run into one another and which constitute the disease that is gnawing into our civilization are love of money and passion for luxury. Those two combined are what sunk the Titanic and sent 1,500 souls prematurely to their final account.

"The passengers wanted to cross the Atlantic in a palace, and in order to satisfy them and win the spoils that would come by satisfying them, the ship management ordered the construction of a boat that would sacrifice the safety of passengers to the gratification of their tastes.

"Then they ran the boat in a latitude, at a rate of speed, and under conditions of peculiar danger—all to gratify that silly passion for haste that comes with money and with the love of money.

"The boat went plowing through the sea at the rate of 21½ knots an hour, with the Captain off the bridge and banqueting down in the salon, we are informed, in company with the official head of the line. That is the entire story. Money was the fundamental factor in the entire business.

"There is one spot of brightness, only one. It puts a goodly touch of glory on the sinking Titanic that magnanimity, which is wont to slumber in every human soul, awakened and caused such a demonstration, as we have seen in the last few days. Chivalrous death is better than cowardly living."

Avoid That "Wet Underwear" Chill

Nothing brings on those stubborn Summer colds quicker than the chill clamminess of perspiration-soaked close-weave underwear.

Kneipp Linen Mesh Underwear

being pure linen, and nothing but pure linen, is quickly absorbent and the perspiration soaks into the fabric—its open weave dries very rapidly, and on the hottest days you feel cleaner, dryer and cooler.

Flat Weave Pure Linen Underwear is a popular priced Summer Underwear equal in style, finish and reliability to the famous Kneipp. It is cut to fit.

KNEIPP LINEN MESH CO.

40 E. 19th St., New York.

For Sale in New York by

Brooks Bros., Kaskel & Kaskel, W. A. McLaughlin, Gimbel Bros., Jas. McCreery & Co., Lord & Taylor, Simpson Crawford Co., Chas. Young, John Forsythe, Louis Heller, Spies & Long, Jackman & Gewehr, H. K. Bourne, D. E. Duclos.

Smith Gray & Co.

Recommend

von Gal made Hats

To the prudent, thinking man, the vonGal made hat is a natural choice, combining quality, style, service and value as does no other hat.

The styles are not only advanced, but exclusive—the quality and service are guaranteed both by the makers and by Smith Gray & Co., and at 3.00, 4.00 or 5.00, whatever your price, you get more hat worthiness than in any other hat you can buy.

Come in—in the assortment there is a shape, color and dimension that anticipate your very thought.

Smith Gray & Co.

Two Brooklyn Stores: Fulton St. at Flatbush Av. Broadway at Bedford Av.

Two New York Stores: Broadway at Warren St. Across from City Hall. 5th Av., Bet. 27th & 28th Sts.

CENTEMERI GLOVES

"Elsinore Quality"

The best that *can* be made, 1.85

A standard that usually calls for two dollars or more.

296 FIFTH AVE ONE DOOR SOUTH OF 31ST STREET

BOHN Syphon Refrigerator

Will save both your food and your ice. The syphon system absolutely prevents contamination of foods and removes all offensive odors. The refrigerator is always sweet smelling and dry. In fact, the

Provision Chamber Walls Are Dryer Than Exterior Atmosphere.

No dampness to cause your foods to become stale and mouldy. Genuine porcelain enamel lining, made practically in one piece. Very easy to clean. You are assured of a low, even temperature, with a saving of ice. Test it yourself with a thermometer. One of our many styles, sizes and prices will appeal strongly to you. Come in and see them. Booklet upon request.

WHITE ENAMEL REF CO of NY

59 West 42nd St. N.Y.

CARPET CLEANSING

By Compressed Air in Fire-Proof Building.

FIRE-PROOF STORAGE

For Household Goods.

T. M. STEWART

438-442 WEST 51ST ST.

Formerly 326 7th Ave. Founded in 1863.

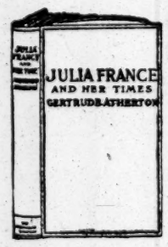
RING UP 5567 COLUMBUS

John Jameson

Three Stars

Whiskey

JUST PUBLISHED



THE NEW NOVEL BY GERTRUDE ATHERTON

"The ablest woman writer of fiction now living." —Sir William Robertson Nicoll

JULIA FRANCE and HER TIMES

By Gertrude Atherton

An entertaining story of all that civilization has done for modern women. Probably the most brilliant novel written by the gifted author of those great successes, "The Conqueror," "Tower of Ivory," etc. Of widespread interest, marked by keen analysis and beautiful descriptive passages, Julia France is a story of modern life and character which provides the closest study of certain phases of life at home and abroad that has been made by any novelist in a great many years.

Decorated cloth, Gilt Top, 12mo, $1.35 net; postpaid, $1.48.

Sold at all book stores and news stands.

Published By THE MACMILLAN COMPANY 64-66 5th Ave. N. Y.

Stern Brothers

Announce that commencing to-day, they will offer the remainder of their

Imported Model Gowns,

Tailormade Suits and Outergarments

from the leading Paris Modistes,

Greatly Below the Cost of Importation.

DRESSMAKING SALONS THIRD FLOOR

They have also prepared for to-day

Special Sales of

Women's and Misses' Apparel,

Foulard Silks,

Silver Plated Hollow Ware,

Furniture,

Summer Rugs

Stern Brothers

direct attention to their exceptional facilities for the

DRY AIR COLD STORAGE OF

Furs, Fur-lined Garments and Oriental Rugs

in accordance with the most modern and approved methods with Insurance against Theft or damage by Moth and Fire, at very low rates, also

Storage for Draperies and Hangings

Special Concessions in Prices for Altering or Repairing Furs during the Spring and Summer. Lace Curtains Cleaned at Moderate Cost and stored free of charge.

Estimates submitted and articles called for upon request.

Telephone: Gramercy 4000

West 23d and 22d Streets

"The Big Store"

TWO MAMMOTH BUILDINGS

GREENHUT-SIEGEL COOPER Co.

BOTH SIDES OF 6TH AVE. J. B. GREENHUT Pres. 18TH AND 19TH STS.

Just to Give You an Idea of the Various Events Scheduled to Begin This Morning, We Print a List of a Few of

Today's Sales

MAIN BUILDING—Dry Goods, Fancy Goods, Wearing Apparel, Groceries, Etc.

WOMEN'S CHARMING SILK GOWNS AND DRESSES, $15 to $30 values, at $11.50.

10,000 PAIRS OF WOMEN'S $3, $3.50 and $4 LOW SHOES, at $1.49.

THOUSANDS OF YARDS OF CREAM WHITE DRESS FABRICS—also COLORED AND BLACK SILKS, at SENSATIONALLY REDUCED PRICES.

SCORES OF STYLES IN WOMEN'S DAINTIEST LINEN COATEE BLOUSES, WHITE BATISTE WAISTS and COATEE BLOUSES OF ALL-OVER EMBROIDERY, at $1.

WOMEN'S $19.50 COATS, several styles and materials, at $12.75.

AN $18,000 PURCHASE AND SALE OF LACES AND EMBROIDERIES—today's prices give you 2 to 3 yards for the regular price of 1 yard.

THE WORLD'S GREATEST GROCERY PRESENTS AN UNUSUALLY BIG LIST OF SPECIALS—THE WINE AND LIQUOR STORE JOINS WITH NUMEROUS BIG VALUES, TOO.

"FOLLOW THE CROWDS" TO OUR BARGAIN-BASEMENT—HUNDREDS OF SPECIALS IN LOWER-PRICED GOODS IN LINES CARRIED IN OUR MAIN BUILDING.

GREENHUT BUILDING—"Everything for the Home."

BIG CONCESSIONS ON "SAMPLE" BEDROOM FURNITURE.

AN ENTIRE STOCK OF FINE DINNER CHINA UNDER PRICE.

HUNDREDS OF SPECIALS IN VARIOUS HOUSEFURNISHINGS; values to $1.35, at 69c.

BIG SALES OF REFRIGERATORS, GARDEN IMPLEMENTS, PAINTS, etc.

DON'T MISS THE POPULAR "BARGAIN-BASEMENT" FEATURE OF THIS BUILDING, DEVOTED TO LOWER-PRICED LINES OF "EVERYTHING FOR THE HOME."

$30,000 to Charity

WE give this amount and we ask OUR CUSTOMERS to tell us by their VOTES which charitable and benevolent institutions, societies and churches shall receive this money. IT COSTS YOU NOTHING TO VOTE.

Double S&H Green Trading Stamps Before 12 o'Clock

THRONG HONORS DEAD AT THEATRE SERVICE

Hundreds Unable to Gain Admission—Speakers' Platform Draped in Black.

BRYAN PRAISES HEROIC ACTS

Resolutions Demand That Greater Precautions Be Taken to Insure Steamship Passengers' Safety.

Hundreds were unable to gain admission to the Broadway Theatre yesterday afternoon when a memorial service was held for the Titanic's dead. The theatre filled up early, and the late comers stood in Broadway while the service went on.

Flowers were banked along the footlights, and the speakers' stand was draped with crossed American and British flags and half hidden by a black cloth caught up by a broad band of purple ribbon. American and British flags were draped together at the rear of the stage, and the light of a red lantern, hanging from the point of one of the crossed flags, streamed out into the dim light of the theatre. When the stage flashed into light the Twenty-ninth Regiment Band, from Governors Island, began Chopin's Funeral March.

Frederick Townsend Martin presided, and among those who occupied seats on the stage were William Jennings Bryan, the Rev. Dr. Joseph Silverman of Temple Emanu-El, the Rev. Dr. David G. Wylie of the Scotch Presbyterian Church, the Rev. Dr. Thomas R. Slicer of All Souls' Unitarian Church, Lewis Nixon, the Rev. Edward Baylis, Secretary of the Seamen's Church Institute; John D. Crimmins, Capt. Wendell Fenton, U. S. A.; J. F. Chaplain, Dr. Louis L. Seaman, E. Clarence Jones, Miss Lota Robinson, Mr. and Mrs. Edward Breitung of Chicago, the Duchess of Chaulnes, Miss Shonts, Mrs. Gouverneur Kortright, Mr. and Mrs. Ormond Smith, and the Rev. H. M. Warren, the Chaplain of the hotels.

There was applause when Mr. Bryan walked upon the stage and there was even greater applause when Sol. Friedman, who was introduced as representing the laboring class, made a speech which contained much of Socialism; but for the most part the big audience sat in silence. Occasionally there were outbursts of applause, but they were stilled by the audible protest of the majority and the upraised hand of Mr. Martin.

Woman Sings "Ave Maria."

There was instant silence as Nathan Franko began the opening bars of Gounod's "Ave Maria," sung by Miss Alice Preston. Many wept as "Nearer, My God, to Thee" was played by the band. It was all, indeed, as one of the speakers said, the people mourning for the dead, a city's tribute to brave men and women.

Letters of sympathy from Cardinal Farley and Bishop James H. Darlington of Pennsylvania, were read. The Cardinal said in his letter to Mr. Martin:

> While I cannot be at your memorial meeting, I feel you need no assurance of my entire sympathy with its object. Since the first news of the awful disaster the thought of it has never been out of my mind for one waking hour.
>
> I have directed that a requiem mass be offered up on Monday morning, April 22, in all the churches of this diocese, for those who perished on the ill-fated Titanic.
>
> Praying Almighty God to console those who mourn for departed relatives and friends, I am very sincerely yours,
>
> JOHN CARDINAL FARLEY,
> Archbishop, New York.

Bishop Darlington explained through his secretary that he was confined to his bed with a severe cold at Harrisburg, Penn., and could not be present. The letter says:

> For the prevention of such waste of life and property in the future Bishop Darlington suggests that the steamship companies take a lesson from our great American railroads. When business is heavy most of the through express trains go out in two sections. Instead of one Titanic carrying 5,000 people, why not two smaller steamers with 2,500 passengers each? These two companion vessels could keep within eight or ten miles of each other all through the voyage, and night or day would be ready to lend assistance to each other should fire, explosion, or wreck by striking a derelict or an iceberg occur. It is hardly possible that both boats would be injured at the same time, and so all fear of disaster would be removed.
>
> In the Cunard Line, with which he is most familiar, the old Etruria and Umbria are mates, and have the same speed; the Caronia and Carmania likewise; while if there were a great rush the Lusitania and Mauretania might sail the same day. The company first adopting the plan of two companion steamships will find that it is overburdened with passengers who desire safety even more than speed, and will have large dividends for its stockholders. The northern route should be forbidden by law.

Bishop Darlington sends his blessing and prayers for the success of your meeting, and asks in place of his address that this letter be read, that through the influence of your great gathering and the powerful aid of the newspapers these reforms may be made at once, and a repetition of the Titanic horror be prevented forever.

"Modern engineers have accomplished marvels," said Mr. Martin. "They have overcome the brutal powers of the tempest—to a great extent conquered the elements. They have created floating cities of steel. The modern ocean giants have kindled in us a kinder appreciation of the sea—an appreciation which is the outgrowth of our confidence in modern engineering. But modern commerce has grown overgreedy and taken advantage of that confidence. The greatest indictment that can be made of our age is that great commercial enterprises of our day spend millions on luxuries but pennies on safety.

"I wonder how many appalling disasters it will take to convince commerce—if it ever can be convinced—that in all undertakings the safety of the producers and users should always be given first and chief consideration.

"The Titanic—its dead were sacrificed on the altar of greed. This great sorrow is but the echo of the sins of modern commerce. This world sorrow may be a world educator."

Mr. Bryan's Address.

There was hand clapping when Mr. Bryan arose to speak and he put up his hand to ask for silence. Mr. Bryan said in part:

"A great emergency is like a stage upon which people play a part before an audience. As we walk the streets and meet people passing by, we cannot tell the hero from the villain. But when they come before us on the stage, they act out their parts and we can separate the one from the other.

"And so these great emergencies try men's souls and they show us the little and the great. And this catastrophe has given the world the chance to see how many heroes there are who only need a call forward to vindicate their right to be admired.

"A gentleman was telling me yesterday a story that he heard from one of the survivors. It was in that busy hour when all were seeking a means of escape. One of the passengers was putting on a life preserver, and said to the steward, 'Where is your's?' He said, 'There are not enough to go around.' And he was doing what he could to help save the others.

"And I am sure that none have read the story without being touched by it, of those wives who would not leave their husbands, who preferred to share the dangers of remaining than to seize the opportunity to escape.

"I knew one of these men in Congress. I was a colleague of Mr. Straus some twenty years ago, and it is pleasant to know that he was a hero and not afraid; and it is sweet to know that the wife who had been his companion for so many years was true to the history of an earlier Ruth, and preferred not to leave him—'Entreat me not to leave thee.' These examples of manliness and womanliness are the heritage of our people. They make us proud of those whom we know, who are a part of us.

"As to the future, nothing that we can say can bring back the dead. These occasions are for the future more than for now, for others more than for ourselves. Nearly thirty years ago I was talking in the street with a lawyer of Illinois City, and he referred to the Bible passage, 'Without the shedding of blood there is no remission of sins.' And he made an application of it that I had never heard before. He said: 'You can't correct any great wrong till somebody's killed. You may talk to people about dangers, but they will not listen.'

Tells of His Own Peril at Sea.

"Often we do not know what needs to be done or provided until emergency throws its light upon the situation. Last November I was on a ship in the West Indies. At 3:45 o'clock in the morning it ran upon a coral reef, and for three hours our ship sat there, and we in darkness waited, not knowing how far it was to the nearest relief ship. I learned for the first time that they only had one wireless operator on ships of that size, and that by agreement the operators slept from 1:30 till 6 o'clock—four hours in the night when a sinking ship could not call another ship even if but a few miles away.

"The moment we found out the situation we were all anxious that a law should be passed to require not less than two operators on a ship, that there might be no delay in the securing of succor. We were not in immediate danger, and we could wait for ten hours until a ship reached us. But in less than three hours the Titanic went down. We learned by experience that we needed more than one operator, and bills are now before Congress to remedy this, and I have no doubt that the result of this great disaster, this gigantic, this Titanic disaster, will result in legislation that will be beneficial to those who come after.

"I venture the prediction that the wireless system will be made more immediately effective and efficient over a wider area; that better preparations will be made with lifeboats; that less attention will be paid to comforts, and more thought given to the lives of those intrusted to the care of these shipbuilders and ship owners. I venture to assert also that the mania for speed will receive a check, and that people will not be so anxious to get across the ocean in the shortest time as they are to get across."

Dr. Silverman's Address.

"This calamity is a punishment for the disobedience of the laws of God," declared Dr. Silverman. "It is a pity that so many innocent ones had to die because of the guilt of others. Such is the way of nature. And we know that in Providence there is some good purpose for all—evil as it may seem to-day. Not God is responsible, but the imperfections of human judgment and the vanity of human ambition. The iceberg had a right to be where it was. But not the ship. The iceberg was in its own tracks, on its way to the warmer waters and to the springtime, to be there dissolved. The ship was out of its course. That much is definite. Those who were responsible for the ship being out of its course—they are responsible for the collision that wrought this havoc.

"Where was God on the night of that disaster? In the still small voice of the brave men on the Titanic's deck.

"There is one name that ought to be mentioned in this presence and flashed around the world, so that all men may read and honor it—the name of Marconi, who made wireless telegraphy possible in our day and generation.

"You can see how human selfishness and greed can kill on a large scale in a moment. We are in an era of that peace which shall unite all the nations of the world. Then let the nations of the world combine, not only to abolish war but to abolish all the things that make for the destruction of human life."

Resolutions Adopted.

These resolutions were read by Lewis Nixon:

With the horrors of this great disaster fresh in our minds we are met here to offer the prayers of all to the God of all, that we may read aright the lessons of this visitation.

We lament the loss of brave women and men and give thanks that some were saved. In spite of doubt as to human progress under increasing comfort and luxury, we rejoice that in this test that tried men's souls humanity was not found wanting. There has been so touching an example of marital devotion as Mr. and Mrs. Straus, with hands clasped, calmly awaiting death as preferable to separation. Could the pen of a Dumas paint more of chivalry and devotion to ideal heroism, than Col. Astor and Major Butt cheering and aiding the women and children to fill the boats that could have taken them to safety and to life, which was to them of the brightest future?

In all the annals of glorious self-sacrifice can we find anything to appeal to the deep and holier passions of men as does the story of the humble steward who, offering a life preserver to a woman, is asked why he does not put one on himself, answers: "Why, Madame, there may not be enough to go around"?

But we must now turn to the future, for we should be failing in our duty if we take no steps to provide against the perils which it has required their martyrdom to impress upon us. Passengers and crews of vessels may still have to abandon ships on account of accident of fire and collision with moving vessels and icebergs.

It has been clearly demonstrated that the Titanic, at the time of the disaster, was in danger of icebergs, that she was inadequately provided with life-saving appliances, and that those who were saved owe their lives to the use of the wireless equipment. Therefore, be it

Resolved, That we urge the immediate adoption and drastic enactment of laws that will require all vessels leaving our ports to install adequate and efficient life-saving appliances to take care of every person on a boat; and

Resolved, That wireless operators be carried in such numbers as to provide for having an operator always on duty ready to receive and send messages; and

Resolved, That compelling penalties be exacted for failure to answer calls of distress or to send misleading or false messages, or not to observe special precautions prescribed when warned of danger; and be it further

Resolved, That this assemblage, with a deep sense of appreciation of the services to mankind of Guglielmo Marconi, affirms its appreciation of the debt which the entire world owes him.

There can be little doubt that other vessels warned the Titanic of danger from floating masses of ice. These warnings should have been heeded. To send that mighty ship through the water at a high rate of speed, in face of danger, seems criminal neglect. Those in authority should not have trusted to good fortune and to the supposed strength of the vessel, for they assumed too great a risk. Seemingly they proceeded on the supposition that nothing could sink that ship.

It was criminal not to provide sufficient life preservers, rafts, and lifeboats for all on board, and the lesson of this disaster will not be learned unless it is written in the law of Nations that, from this hour, it will be a crime for steamship owners, managers, and commanders to send vessels to sea without adequate means of escape for every mortal soul on board. When will we come to our senses and learn that safety is better than speed; that human lives have a higher value than huge profits, and that souls come before self-interests?

The resolutions were unanimously adopted.

PLAN TITANIC MEMORIAL.

Daughters of the Empire Also to Aid the Survivors.

The Imperial Order of the Daughters of the Empire, which is an organization of women of British birth, held a meeting at the Hotel Victoria on Saturday to discuss plans for a memorial to the Titanic's dead and to consider a practical form of aid for those survivors that need it. It was decided to raise a fund and turn it over the survivors. Just what form the Titanic memorial will take will be decided later.

Mrs. J. Elliot Langstaff of Brooklyn is President of the local chapter. Other officers are:

Vice Presidents, Mrs. K. H. M. B. Lapham, Mrs. Francis E. Barker, Mrs. Carl, and Mrs. von Pustan.

Recording Secretary, Mrs. James T. Robb; Corresponding Secretary, Mrs. Augustin J. Wilson; Treasurer, Miss C. Grace Hay.

Honorary President, Mrs. James Bryce; Honorary Vice Presidents, Lady C. Purdon Clarke and Mrs. W. Courtney Bennett.

Directors, Mrs. J. Elliot Langstaff, Mrs. Carl von Pustan, Mrs. Ralph Brydges, Miss Louise Henderson, Mrs. Beverly Betts, Mrs. Frederick S. Goodwin, Mrs. Joyce J. Broderick, Mrs. George Phillips, Mrs. George Massey, Mrs. K. H. M. B. Lapham, Mrs. Linnaeus E. La Fetra, Mrs. N. Appleton Prentiss, Mrs. Edwin H. Howell, Miss C. Grace Hay, Mrs. Charles H. Peck, Mrs. Woodcock, Mrs. Coulson Gardiner, Mrs. Francis Parker, Mrs. Augustine J. Wilson, Mrs. James T. Robb, Mrs. Ralph Williams, Mrs. Harmon A. Vedder, Mrs. Charles Huntington, Mrs. O'Day, Mrs. William H. Locke, and Miss J. K. Jaffray.

THE LOSS ON REGISTERED MAIL.

Countries of Its Origin and Insurance Companies Which Will Bear It.

England has sent no word to Postmaster Edward M. Morgan of the losses sustained through the mails by the sinking of the Titanic. Prior to the sailing of the vessel the postal authorities of Southampton cabled the New York authorities that 3,435 bags of mail matter were on board.

"In a load of 3,500 bags," said Mr. Morgan yesterday, "it is a safe estimate to say that 20 contained registered mail. The size of registered packages varies greatly, however, but 1,000 packages for each bag should be a conservative guess. That would mean that 200,000 registered packages and letters went down with the Titanic.

"This does not mean, however, that Great Britain will be held financially responsible for all these losses. There were probably thousands of registered packages from the Continent, and in these cases the countries of origin, not Great Britain, will have to reimburse the senders. Moreover, in the case of money being sent in great quantities, it is usual to insure the registry over and above the limit of responsibility set by the country of origin. Probably, then, if there were many shippings of securities, mounting up to thousands of dollars, it will be the insurance companies which will bear the loss, and not the European Post Offices at all."

In the case of money orders, the Postmaster explained, there would be no loss except of time, for duplicates would promptly be shipped without further expense.

"Persons who sent letters to America about the time of the sailing of the Titanic will doubtless inquire of the postal authorities if their letters went on that ship or not. If so, they will be informed, and their one trouble will be to write their messages all over again—that is all."

Mr. Morgan did not know the exact sum which the various European countries set as the limit of their guarantee in registered mail. In America it is $50, and on lost letters insured above that sum the United States must pay the insuring company $50.

"Probably some such rule holds in England and the rest of Europe," said Mr. Morgan, "so that the various Post Offices will have to pay out over $10,000,000 even if the registered mail was largely insured on the other side. It was gratifying to note," he added, "that the mail clerks on the Titanic died like heroes struggling to save the great bags of mail, and ceasing their efforts only when the water swept them from their duty."

ELINOR GLYN LAUDS MARCONI.

Titanic's Loss Would Have Been Greater Without Wireless, She Says

Special Cable to THE NEW YORK TIMES.

LONDON, April 21.—Elinor Glyn sends to a London newspaper the following tribute to Marconi:

"I hope you will allow me space to voice the feeling which I am sure must be animating all other relatives of those who were saved from the terrible tragedy of the sinking of the Titanic.

"After our deep thankfulness to God for our dear ones' escape there must come a rush of gratitude to the genius of Marconi. But for his splendid discovery in the realms of science, which less than one hundred years ago would have been looked upon as supernatural, this great ship would have sunk into the oblivion of the ocean, leaving no trace, and those we love, who have now reached New York in safety, might have drifted about until a worse death, by exposure or starvation, overtook them than that which befell their companions who were drowned in the sea, while days and weeks of anguish and long waiting betwixt hope and fear would have been the lot of all of us who now rejoice in humble thankfulness or mourn in certain grief.

"If we could measure the benefits to humanity conferred by the inventions of man surely Marconi's would stand out as one of the first.

"Successful statesmen receive the highest honors, victorious Generals are crowned with glory, and when the colossal proof of the value of Marconi's invention is in front of the world's eye, surely no tribute is too great for all countries to lay at his feet.

"May I, who am but a unit of the multitude who now fully realize the benefit of wireless telegraphy, publicly express my heartfelt gratitude to the noble genius of the man who has been the means of saving my dear ones from a hideous death?"

COHAN RAISES $9,405.

Actor Sells Papers for Titanic Sufferers—Benefit Performance Given.

The benefit performance given at the George M. Cohan Theatre last night added $2,605 to the Titanic relief funds from the sale of tickets and of flowers. Besides that sum George M. Cohan, assisted by several members of "The Red Widow" company, sold copies of a special edition of The New York American in the audience, and received about $300 more. In the afternoon Mr. Cohan, accompanied by Jack Sullivan, founder of the Newsboys' Home, made a trip through the clubs and to the Polo Grounds with copies of the paper, and netted nearly $6,500. Mr. Cohan made a contribution of $5,000 for the first paper, and others who paid good prices were Blanche Ring, $100; Jerry J. Cohan, $100; Josephine Cohan, $100; W. R. Hearst, $200, and Mrs. Hearst, $50.

The theatre was crowded to its capacity at the benefit. Fred Niblo and Raymond Hitchcock acted as announcers, and Sam H. Harris was general stage manager. Among those who appeared were Blanche Ring and the members of her "Wall Street Girl" company, Frank Tinney, Brice and King, Harry Conor, Charles J. Ross, Ethel Kelly, Ida Adams, the Dolly Twins, Sidney Jarvis, Capp Storer, Kathleen Clifford, Leon Errol and Stella Chatelaine, Jack Clifford and Irene Weston, Mlle. Nana and Alexis, George M. Cohan, Eddie Foy, Raymond Hitchcock, Nat C. Goodwin, and many prominent vaudeville artists.

In the lobby of the theatre was a large wreath of Easter lilies and palms, inscribed to the memory of Henry B. Harris, who went down on the Titanic, sent by John B. Nugent, Jr. To-day George M. Cohan will continue the sale of the special edition papers in Pittsburgh, where he will be with his "Forty-five Minutes from Broadway" company. The money received at the benefit and from the sale of papers will be distributed by The New York American.

MRS. WIDENER AT SERVICES.

In the School Where Her Husband Spoke Before Going Abroad.

PHILADELPHIA, April 21.—Members of the family of George D. Widener attended memorial services to-day at the Widener Memorial School, where he had addressed the pupils the Sunday before he left for Europe. Mrs. Widener, who was rescued, and her son, George D. Widener, Jr., were present, but Mr. A. B. Widener was too ill to attend.

The services were conducted by the Rev. J. Thompson, chaplain of the school and rector of St. Paul's Episcopal Church at Ogontz. Relatives of other victims of the disaster and survivors attended a special memorial service in St. James's Episcopal Church, conducted by Bishop Rhinelander.

The speed mania was denounced by many of the ministers who took the wreck of the Titanic as the theme for their sermons. At the request of Archbishop Prendergast prayers for the victims were offered in every Catholic church in this diocese.

Darn the holes!
Sure! But better still, wear the right socks

No holes to darn if you wear Interwoven Socks. Made of thin, gauzy, high-lustre silk-lisle. Wear-proofed at *every* wear-point—toe, heel, sole and ankle—by the new Interwoven method on patented machines. The *thin* socks that really *wear*. Silk-lisles, 25c, 35c, 50c; Pure Thread Silk, 50c—at your dealer's.

Andrew Alexander

Women's High Quality Oxfords

A new last with very high arched instep and Cuban heel. Welt sole, perforated vamp and tip. A shoe of exquisite quality. Made by hand of Gun Metal and Tan Russia Calf. $8

Sixth Avenue at Nineteenth Street

Fifth Avenue above Forty-fifth St.

More Used Piano Opportunities

Echoes from Clear-up Sale

Some people, merely because of sentimental reasons, object to buying a used piano.

If they would view the matter in the light of actual value received, they would find that a used piano, if of a reputable make, is a far better investment than many of the cheap new pianos offered as bargains.

On account of the small cost a used piano is particularly an economical purchase, if you have young people who are beginning to study music. If you want a piano for a Summer home, a used piano will give you less anxiety about its care. For the seaside hotel, for the boarding house, for the school or the lodge room, there are used pianos in this sale that will give the most excellent service as well as the sweetest music, and yet cost you but a fraction of actual value.

We have pianos in this sale

As Low as $65 Each

If we had plenty of room to show these pianos without interfering with the proper display of our own instruments, we could dispose of them in the regular course of business and get from 25% to 50% more for them, because they are worth it.

We have taken them in exchange as part payment for

Sterling Pianos Playerpianos

and many of them would not have been exchanged except for the wish to have a Playerpiano.

This is one of the rare opportunities we are forced to make to find room for our regular stock.

J. & C. Fischer	$65	Chickering (Grand)	$160
Arlington	$85	Kranich & Bach	$165
Pitt Brothers	$85	Bradbury	$165
Raven	$90	Horace Waters	$175
McEwen	$95	Mendelssohn	$175
Steger	$100	Richardson	$180
Marryatt	$100	Huntington	$190
Ph. Kring	$100	Durand	$200
Davis & Co.	$115	Steinway	$220
Tway	$115	Sterling	$225
Harmony	$125	Kimball	$225
Shoninger	$125	Decker & Son	$230
Ouvrier	$125	Sterling	$250
Fischer	$135	Apollo (Cabinet Player)	$40
Hazelton Brothers	$140	Packard (Organ)	$50
Waters	$140	Wilcox & White (Organ)	$60
Jacob Brothers	$145	Pianola	$135
Ludwig	$150	Sterling (Cabinet Player)	$150
James & Holstrom	$150	Pianola (Metrostyle)	$150
Webster	$160	Playerpiano	$485

We will make you the

Most Liberal Terms of Payment

ever given by anyone in the business.

Open Evenings by Appointment

The Sterling Piano Co.

Manufacturers Sterling Building
518-520 Fulton St., Corner Hanover Place, Brooklyn, N. Y.

For Your Special Attention Today at

GIMBELS

TAILORED SUITS

A sale of 900 well-tailored Suits for women and young women, at $19.75 and $25; made to sell at $25 to $50. Third Floor

IMPORTED WRAPS

About a score of these fine garments, including original Paris models, at decisively reduced prices. Third Floor

SUMMER SILKS

Charmeuse, taffeta, foulard, satin, pongee, crepe and wash Silks, all at much below their value. Second Floor

DRESS GOODS

More than 10,000 yards of fashionable Spring and Summer Fabrics at 68c, 95c, and $1.25 yard; reg. $1 to $3. Second Floor

UNTRIMMED HATS

Imported—of Italian tagal hemp; expected to bring $10 and $12; but priced today at $4.25. Third Floor

ROBES and LACES

Semi-made and unmade Robes, beautiful laces and fine embroideries, in an interesting sale. Main Floor

STERLING SILVER

Forks and Spoons, one-fourth underprice; and large silver pieces at less than half—remarkable. Main Floor

DOMESTIC RUGS

A sale of dropped patterns of fine American Rugs at great savings. Sixth Floor
Also Summer Rugs, on the rear aisle, Main Floor.

Exhibition of PAINTINGS
By American Artists
Is continued this week in the Special Galleries on the Sixth Floor.

The Season Is Open In "Comfort Haven"
And you are cordially invited to visit this charming exhibit, with its many suggestions for Summer home-furnishings, in the Auditorium, on the Eighth Floor.

GIMBEL BROTHERS
BROADWAY NEW YORK THIRTY-THIRD ST

TRADE ITALIAN CRAPO LINENS MARK
U. S. REGISTERED

THE JOHN M. CRAPO LINEN STORE
CRAPO BUILDING
431 FIFTH AVENUE

In order to make room for new and large invoices, just arrived, is offering for sale a special lot of the

CRAPO ITALIAN LINENS
At Greatly Reduced Prices

Hotel buyers and others wishing to take advantage of this rare opportunity should not delay, as the time for this sale is limited. Note our window display.

NEW LAW IS NEEDED, WOLLMAN DECLARES

Present Statute Protects Ship Owners at the Cost of Persons Injured by Them.

RELIC OF SAILING SHIP DAYS

In These Times of $100,000,000 Shipping Trusts, He Says, It Is Unjust and Absurd.

Under the existing law it is not improbable that the White Star Line may not only be declared exempt from liability for losses arising out of the Titanic disaster, but that it actually may be able to keep safe beyond the reach of litigation the moneys received by it from the insurance underwriters. The whole question of the company's liability hinges on whether or not the Harter act applies to the case.

Under this act the liability of ship owners is limited to the vessel itself, whose remains may be turned over to a trustee for the satisfaction of claims, and to the aggregate of passage money and cargo tolls taken in on the particular trip on which the disaster occurred. As told in THE TIMES on Saturday, there is a strong conviction among lawyers that under the decision of the United States Supreme Court in a suit arising out of the loss of La Bourgogne, in 1898, the White Star Line may be estopped from taking refuge behind the Harter act, but if this statute does apply widows and orphans of those who went down will have no claim against the company except so far as the passage money received and the cargo receipts for the trip may be made to go.

Lawyers yesterday argued that the liability of owners should not be allowed to hinge on technicalities and that it is time to revise a law made for the protection of small ship owners when the dangers of the sea were much greater than they are now and when $100,000,000 shipping trusts were unknown.

After discussing the existing law and decisions of the United States Supreme Court upholding it, Henry Wollman of Wollman & Wollman, urged that the only real protection for passengers to be hoped for would have to come from a change in the law. "One great good will come out of this awful Titanic catastrophe," he said, "if the law-making powers of the world are moved by it to pass laws increasing the safety of ocean travel. One way to do that is to increase the liability of ship owners.

"It is time that the law was changed so that not only passengers who are injured, but the families of passengers and employes who are killed through the carelessness or negligence of the operating officers of a ship, would receive some compensation from the company whose officers caused the loss, even though the ship itself is entirely destroyed.

"Can you imagine a reason why, in this case, a railroad company should be liable for the negligence of its conductors and brakemen and a steamship company operating an enormous fleet should not be liable for the negligence of a Captain or one of the officers? I can't.

"The law exempting the owners of vessels from liability is a relic of the time when vessels were operated by men of comparatively small means, and when the perils of the sea itself were greater. In these days, when a company owns a vast fleet of ships, there is no reason why a law that was made to protect the little man who owned two or three small sailing vessels should be continued in force. But even if the shipowners are to remain free from personal liability, can any one imagine a ranker injustice than the law which not only exempts them, but says that they shall keep the insurance on the ship? If two-thirds of the ship is left, you can take that, but if all the insurance on the entire ship is recovered, you can't take a single cent of it! That is unfair—it is absurd. Congress should immediately change the law."

Arguments that the courts will not allow the Harter act to apply to the Titanic's case are based on the specific references made to the lifeboat capacity of La Bourgogne in the litigation arising out of that disaster. Supreme Court Justice White, now Chief Justice, held that the United States statute requiring a vessel to supply such a number of lifeboats, rafts, &c., as "will best serve the safety of all on board" applies to foreign ships as well as to those of American register. He specifically applied the statute to La Bourgogne's equipment, and pointed out that the company could not be held liable on this count, because it actually had supplied the ship with more lifeboat capacity than required to carry all the passengers and crew. The Titanic had lifeboats enough only for one-third of those aboard.

Another point made in arguments that the White Star Line's liabilities will be unlimited is that the presence on board of Managing Director J. Bruce Ismay will be construed as presumptive evidence of the "privity" of knowledge of the responsible owners of the Captain's negligence in proceeding at twenty-one knots in the vicinity of dangerous ice. The court held that La Bourgogne's speed of seven knots in fog was excessive, but blamed the Captain and not the owners.

MRS. BROWN EXPLAINS.

Denver Survivor at Ritz-Carlton Is Victim of Erroneous Story.

A much surprised survivor of the Titanic was Mrs. J. J. Brown of Denver when she picked up some of the morning papers yesterday at the Ritz-Carlton Hotel and read in one of them that she had been sent to the Ritz-Carlton as a "charge" of the Relief Committee for the Titanic's sufferers.

The idea of being a charity patient at the hotel appealed so to Mrs. Brown that she spoke to the manager about it, and asked him to verify her statement that she had always been a guest at the Ritz-Carlton on her visits to New York, and that while she arrived there this time with only a small French coin in her possession she had come on her own responsibility.

Mrs. Brown was also surprised to learn from the papers that she had "fainted" on arriving at the pier after the Carpathia docked. She had been one of the busiest women aboard the Carpathia, according to close friends who were acquainted with her efforts, and among other things she had insisted that J. Bruce Ismay post a notice to the effect that the White Star Line would be responsible for all the poor and would not turn them loose to be public charges dependent upon volunteer charity.

It also developed that Mrs. Brown spent $500 which she had when she boarded the Carpathia in paying for wireless messages to the friends of those who were rescued without bringing cash with them.

Mrs. Brown will proceed soon to her home in Denver. For several years she has been conspicuous as a leader in supporting the court reforms of Judge Lindsey in the Colorado city.

INSURED FOR $110,000.

Clifford, Who Was Lost, Took Out $50,000 Policy Before Sailing.

Special to The New York Times.

BOSTON, April 21.—Either because he had a premonition of death or that he counted the trip a great risk, George Quincy Clifford of Stoughton, who was lost in the wreck of the Titanic, took out $50,000 additional life insurance before he went to Europe. This made the total insurance carried by Mr. Clifford $110,000. He was reputed to have been worth about $150,000, besides the value of his large policies.

Previous to the departure of Clifford his brother died, and while he was on the ocean, bound abroad, his mother died. His wife was ill when he left, and is in a serious condition as the result of the tragic news from the lost steamer. The probate of the will of Clifford's mother was halted until he returned. He was one of the beneficiaries.

Clifford was 41 years old, was President of the Belcher Last Company, and was a member of Boston and Brockton clubs. His companion on the trip, James E. Maguire of No. 30 Spruce Street, Brockton, also was lost.

ELKS' TRIBUTE TO HARRIS.

New York Lodge Holds Special Service for Departed Brother.

Special funeral services in memory of Henry B. Harris, theatrical manager, who lost his life on the Titanic, were held last night in the headquarters of New York Lodge No. 1, Benevolent and Protective Order of Elks, 108 West Forty-third Street.

A high tribute was paid the memory of Mr. Harris by G. Murray Hulbert, Exalted Ruler of the lodge. The special services, at which the funeral ritual of the Elks was used, were attended by more than 1,000 members of the lodge, with which Mr. Harris was connected for a number of years.

PUBLIC'S BIG HEART BLED FOR SUFFERERS

Hundreds Who Had No Money Offered to Work for Women's Relief Committee.

SOME GAVE UP THEIR ROOMS

One Dressmaker Offered to Do Sewing for Steerage Survivors—Widows' Mites Plentiful.

Since last Wednesday morning, when the newspapers carried the announcement that Mrs. Nelson H. Henry had organized the Women's Relief Committee to meet the immediate needs of the destitute and comfortless among the incoming survivors of the Titanic, every mail has brought bundles of letters to the door of her house on West Ninth Street. These letters, which have accumulated now past the 1,000 mark, are from every sort of person, from rich and poor, from grown-ups and from little children, all offering assistance of every conceivable sort. Some carried checks for hundreds of dollars, but often the more interesting letters bore no more than a dollar or no money at all, but offers of assistance of other kinds.

"Having read about your good organized work for the unfortunate women, I have a large room and good bed and kitchen free of charge at your disposition," wrote one woman from her home on Amsterdam Avenue, "for any good woman that you think will be helped by the use of it."

"Should you find need of any assistance 'in my work' toward the aid for those unfortunate families," a dressmaker wrote, "I can give you all day and evenings, having no cares. I am a dressmaker in families by the day. It being a little dull just now, have spare time for some few days, and will be only too happy to assist if needed in remodeling, sewing, or any other assistance I can give by my hands."

"To be brief," wrote another woman, "am an ex-graduate nurse. Can give my services (gratis) for one week, taking care of women or babies, as you deem most helpful in this awful tragedy. Can be of service from 8:30 A. M. to 6 P. M."

"I can give you all of my time for any work that you may need done," wrote a woman who was one of many offering to serve as interpreters. "I have only recently returned from abroad, and my heart goes out to all who have lived through the tragedy. I speak German and French, and could perhaps help in that way. I was on the Relief Committee when the first survivors of the San Francisco earthquake came to Denver, and I know a little of this work. I also think I could collect some money for the sufferers, as I am well known uptown."

"Not being employed at present," another wrote, "I thought I could be of some service to you in reference to the Titanic sufferers."

"I am a stenographer at present out of a permanent position," was one offer. "Having worked for the Fund Committee for the Slocum disaster at that time for ten days, I might be of service to you at present."

"I am a woman entirely alone and without means," one postcard said, "but if you can use my services a few hours a day in your good work, I offer them with a free heart."

Often it was not work, but a home, that the writer offered, and these homes were of every class.

"In view of the great Titanic disaster and the destitute condition in which some will be left, I desire to offer my home for the accommodation of possibly one adult and child, or, if not an adult, then two children. Ours is a Christian home in the suburbs, where a person could recuperate, and we are willing to keep them for a reasonable time as well as supply clothing."

On stationery of another sort, and signed by a name that suggested birth across the sea, one woman wrote:

"Should you be in need of a temporary home for one or two unfortunates of the Titanic, I can give up a room in my humble home."

"If I could be of any help with a home for some poor Swedish girl or woman that is left alone, I am willing to do all I can for one of them," another letter said.

"Will you please advise me what disposition, temporary or permanent, is being made of children (orphans) from Titanic, where they can be seen, and if you are considering propositions regarding adoption?" was the businesslike beginning of a letter that came from one of the city's hotels.

Not a few of the letters offering help harked back to other disasters upon the water.

"My heart is in sympathy with your good work. My prayer is that everybody who has known what sorrow and death means will, in this awful hour of sadness to so many, be so touched as to do something for the poor sufferers, whether it be much or little," wrote one woman in a letter that inclosed $2. Then came the explanation. "I lost a dear one in the dreadful Slocum disaster, and only those who have gone through troubles of this kind can realize how heart-rending it is. I am self-supporting, and a breadwinner since that time, and so often find it hard to make ends meet, but we are gladly sending this to you to add to what you have or may receive for the poor sufferers' comfort."

It was not always material assistance offered in the letters pouring in upon the Women's Relief Committee. One follower of Mrs. Eddy had this to suggest:

"I know there are many who are offering to assist the women survivors of the terrible disaster upon their arrival, but I want you to note my name among them, and call upon me at your discretion. I know the creature comforts will be looked after, and our dear women of New York will do all needful.

"I am thinking especially of the dear 'Sisters in Truth,' who may long for and desire to receive comfort and cheer from another Christian Scientist, and I would love to comfort them as well as any dear sufferer. After the excitement of the arrival and placing under cover, perhaps I may be of service to some despairing ones."

Sometimes the letters had group signatures forwarding contributions for which several people had clubbed together. The young women of the exchange room in one of the branches of the Corn Exchange Bank had a sum of money to forward, and the employes of a West Forty-third Street hat manufacturer took up a collection. And the committee prized quite as highly as any contribution the $2 sent in by the doormen at a Fifth Avenue Club, who did not want to be left outside when the members were making up a purse for the survivors.

No letter that reached Mrs. Henry pleased her more than the one from the man who served as butler in the New York Building at the Jamestown Exposition at the time she was serving as hostess.

"Dear and gracious lady," he wrote, "inclosed you will find $1 for the survivors of the Titanic. As I have the honor to know your noble heart, and having been personally at your service at the exhibition, and knowing your gentle manners, I hope and wish with all my heart that your work at the head of the relief committee for the poor shipwrecked sufferers will be crowned with great success in relieving so many poor from a dire position, and I will pray God that you with the other gentlewomen will be successful in your mission of mercy."

MARCONI MEN RESENT A FALSE ACCUSATION

Aid in Selling Story of Crippled Operator's Experiences Distorted Into "News Suppression."

DATES LEFT OFF MESSAGES

Which Were Sent to Carpathia Only a Few Minutes Before Landing—Officials Eagerly Sought News.

The following letter was sent yesterday to The New York Herald by John Bottomley, General Manager of the Marconi Company, in answer to an article printed in The Herald charging that company with having "suppressed" news of the survivors of the Titanic disaster:

To the Editor of The New York Herald:

The article in your issue of this morning under the heading, "'Keep Your Mouth Shut; Big Money for You,' Was Message to Hide News," does a grave injustice to the Marconi Company, and calls for immediate correction. Dealing with stolen wireless messages, with no mention of dates or other informing circumstances, it is not difficult to create a false and injurious impression; and such an impression is certainly sought to be conveyed by the assertion that any of the messages you quote was sent at a time when the sending of news from the Carpathia could be influenced, or that any of the messages was intended to suppress the sending of such news.

The quoted messages to the wireless operator on the Carpathia were sent about 8 o'clock on Thursday evening, when the Carpathia was coming up the bay, and not, as you intimate, on any of the early days following the Titanic disaster. They referred to an opportunity for the operators, after they had landed from the ship that evening and their duties to the public, to the Carpathia, and to the Marconi Company had been fully discharged, to sell to a newspaper narratives of their personal experiences, a thing they had a complete right to do, for these narratives were their own personal property. Who will begrudge these unfortunate and hard-working men the remuneration they thus received, or because of it charge them with previous neglect of duty?

As to obtaining information of the Titanic disaster for the public, everything possible was done by the Marconi Company, as will be seen when it is remembered that everything transmitted from a ship is under the control of its commander. I personally sent the following message to the operator on the Carpathia:

Send earliest possible moment at least 500 words reliable for public, our office. Remember Jack Binns.

MARCONI COMPANY,
J. BOTTOMLEY, General Manager.

And this was followed by others to the ship and to the various land stations, but without effect.

My company depends on the transmission of messages for its support, and it is not reasonable to suppose it would for any reason cut off such a wonderful source as the first four days of the week offered. Yours truly,

J. BOTTOMLEY,
General Manager of the Marconi Company.
New York, April 21.

A copy of this letter was also sent to The New York World, which in the late editions yesterday printed a part of The Herald's attack.

FOUNDED 1856

BROKAW BROTHERS

MEN'S & BOYS' CLOTHING, HATS & FURNISHINGS

There's many a Spring Coat in our stock that you would like to own and that you will have use for right up to the middle of June.

Spring Coats for the conservative in Oxford and black—$16 to $42.

Less conservative models in fancy materials—$18 to $35.

Raglans and Overcoats with inverted-plait backs—$30 to $35.

All in equally good taste depending upon the personality of the wearer.

Astor Place & Fourth Avenue

SUBWAY AT THE DOOR—ONE BLOCK FROM BROADWAY

James McCreery & Co.

23rd Street 34th Street

ESPECIALLY LOW PRICES

For Monday, April the 22nd.

Women's Neckwear, Gloves, House Gowns, Corsets, Dresses, Suits and Cloaks, Girls' and Juniors' Suits and Coats, Boys' Clothing, Shoes, Silks, Dress Goods and Furniture.

23rd Street 34th Street

Who will be "Beaten to a frazzle"?—Whose "Dawg will be kicked aroun'"?—A Campaign Full of GINGER!

In this campaign THE LITERARY DIGEST—as in the past 21 years—will give weekly ALL NEWS and VIEWS of ALL PARTIES and SECTIONS, the exact truth with no PARTY BIAS or EDITORIAL COLOR, so that the busiest man of ANY SIDE can easily know what is said and done by ALL SIDES.

NO MAN KNOWS HIS OWN SIDE UNTIL HE HAS FRANKLY HEARD THE OTHER SIDE

The Literary Digest

is a large non-partizan, splendidly printed and illustrated WEEKLY of about 60 quarto pages, treating all phases of politics, religion, science, literature, education, etc.

No busy man or woman who cares to keep posted can afford to do without this weekly. It is a down-to-date CREATION OF THIS AGE and COUNTRY.

Ex-Judge Advocate-General, State of New York, Horatio C. King:—"'The Literary Digest' has added to my life. It has enabled me to dispense with reading more than one daily paper each day, and only the leading features of that—a clear saving of two hours every day, fourteen hours a week, seven hundred and twenty-eight hours a year, or thirty-two days; and I assure you that this is fact, not fiction."

President W. H. P. Faunce, of Brown University:—"'The Literary Digest' has become simply indispensable to my keeping abreast of the world of thought and action. I do not know of any other publication that can take its place."

Melvil Dewey, Ex-Librarian State of New York:—"By far the best weekly that I know and I take a large number."

265,000 leading business men, educators, lawyers, doctors, ministers, and other professional men, are on the regular subscription list of THE LITERARY DIGEST—the leaders of public opinion in every community.

Try It 17 Weeks for $1

REGULAR PRICE, 10 CENTS PER COPY

If, at the end of the trial, you are not satisfied, the $1 will be refunded and no questions asked.

CUT OUT AND RETURN WITH $1.00, TO FUNK & WAGNALLS COMPANY, 44-60 East Twenty-third Street, New York. Enclosed find $1 for which send "The Literary Digest" 17 weeks.

Name.....

Address.....

Date.....

Advt. No. 1 N. Y. Times.

Good and bad heating detected

"I deduce, Watson," said the great detective, "that the cause of this house being long vacant is clearly shown by these signs of old-fashioned heating." When you go to look up those enticingly advertised real-estate bargains, be your own Sherlock Holmes and look sharp to see whether each room has stationed therein those *cast-iron signs* of true, ideal heating—AMERICAN Radiators.

AMERICAN RADIATORS & IDEAL BOILERS

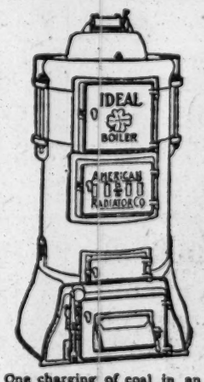
Also see to it that the cellar is fitted with the easy to run, dependable and "fuel-*marvelous*" IDEAL Boiler. They change a house into a *home.* The rapidly increasing use of these outfits for cottages, houses, stores, schools, churches, etc., rests on their remarkable coal economy, labor saving, health protection, lower insurance, absence of repairs.

A No. C118 IDEAL Boiler and 270 sq. ft. of 38-in. AMERICAN Radiators, costing the owner $135, were used to heat this cottage. At this price the goods can be bought of any reputable, competent Fitter. This did not include costs of labor, pipe, valves, freight, etc., which are extra and vary according to climatic and other conditions.

They free the living-rooms of the ashes, dirt, smoke, soot, and coal-gases, as belched out by old-fashioned heating methods. Your carpets and furnishings will wear far longer and housework is greatly reduced.

Buildings heated with IDEAL Boilers and AMERICAN Radiators command 10% to 15% higher rentals; if you sell, you get your full money back for the outfit—which does not rust out or wear out. Or you obtain larger loan on property, because modernized.

Have you ever heard of anyone going back to other forms of heating once they have tried our way? Any argument in that to you? Once you use these outfits good from bad heating is quickly detected. Please let us give you an idea of costs—now very attractive, and at this season of the year you get the services of the most skilled fitters. Ask for book (free).



One charging of coal in an IDEAL Boiler easily lasts through the longest zero night. There can be no fuel waste.

We also supply the ARCO WAND Vacuum Cleaner, which has iron suction pipes running to various floors of houses, flats, schools, churches, hotels, hospitals, banks, theaters, etc. A turn of an electric button in any room starts the machine in basement, and with the magical ARCO WAND and a light-weight dainty hose ALL the dirt, dust, cobwebs, lint, threads, moths, insect eggs, etc., are drawn with lightning rapidity down the iron piping into the big, sealed dust-bucket in cellar. Costs little monthly for electricity to run. No dragging around a clumsy, inefficient portable vacuum cleaner—instead, you have a correct, enduring outfit that is part of the building—like heating or plumbing. Ask for catalog.

No exclusive agents.
Sold by all dealers.

AMERICAN RADIATOR COMPANY

Write Department N-49
104-108 West 42nd St.,
New York

Public Showrooms at Chicago, New York, Boston, Providence, Philadelphia, Washington, Baltimore, Buffalo, Pittsburgh, Cleveland, Cincinnati, Detroit, Atlanta, Birmingham, New Orleans, Indianapolis, Milwaukee, Omaha, Minneapolis, St. Paul, St. Louis, Kansas City, Denver, Seattle, Portland, Spokane, San Francisco, Brantford (Ont.), London, Paris, Brussels, Berlin, Duesseldorf, Milan, Vienna

A Straw-Vote

IF you were hiring a salesman, you would consider chiefly his strength or his probable strength with "the trade."

If you were to wager on an election, you would study the strength of the party and of its candidate with the voters. And if you are to advertise, you must study the strength of your media with those you wish to influence.

For advertisers the strength of a magazine with *the consumer* is of primary importance. With a "general publicity" appeal to the consumer the greatest available "influence on the dealers" should be considered of almost equal importance.

Create "consumer demand," but be sure that the dealers know that that demand is being created.

The opinion of the dealers on the productivity of a certain salesman would be valuable to you if you thought of hiring him. The opinion of the dealers on the preponderous strength of The Ladies' Home Journal is worth getting. Ask your dealers their opinion of The Ladies' Home Journal as a "producer." Take a careful, thorough "straw-vote."

Ask your dealers!

A book on the subject of advertising may be obtained gratis by those interested.

The
Curtis Publishing Company
Chicago Philadelphia Boston
New York

The circulation of The Ladies' Home Journal is more than 1,750,000 a month. That of The Saturday Evening Post is more than 1,900,000 a week. We have reached this commanding position in our field by the same merchandising methods we propose to you.

Fifth Avenue Auction Rooms
333-341 Fourth Av., S. E. Cor. 25th St.
HENRY A. HARTMAN, Auctioneer.
Now on Exhibition from 9 A. M. to 6 P. M.
Attractive Sale by Auction
Choice Household Appointments
INCLUDING
The Entire Home Furnishings of
Miss Mae de Sousa
Now residing in Europe. Also to close
The Estate of the Late
William J. Keyes,
and numerous consignments from Private Sources,
COMPRISING IN PART
Parlor, Dining and Bedroom Furniture, many pieces of which are from high class makers.
Weber and Chickering Baby Grand and Knabe upright Pianos. A small consignment of Jewelry.
OIL PAINTINGS, Solid Silver, Cut Glass, Bronzes. A large number of Carpets and Rugs and many other objects of value suitable for adornment of City and Country Homes.
To be sold on Tuesday, Wednesday, Thursday, Friday and Saturday, April 23, 24, 25, 26 and 27, at Two o'clock each day.

SWEET PEAS

Special Mixtures of these and other flowers with us does not mean growers' mixtures, American or European, which frequently contain only surplus, undesirable colors.
"Vaughan's Specials"
will prove in a few weeks what we say here, that they contain a wide range of colors of largest size flowers, comprising every desirable shade, but are dominated by the lighter colors now most admired and used for the table and parlor decorations.
PRICE—Vaughan's Prize Mixture—lb. $1, ½-lb. 50c, ¼-lb. 30c, oz. 15c, pkt. 10c.
SOW NOW *"Central Park" LAWN SEED*
The best permanent mixture. Makes close velvety turf. No foul seeds; no weeds. New crop; sure to grow.
Per lb., 30c.; 5 lbs., $1.35; 15 lbs.; $3.95.
Vaughan's Seeds 25 Barclay Street. Catalogue Free

LEWIS & CONGER
Housefurnishing Warerooms
Every Article and Material for
House Cleaning
Brooms, Brushes, Dusters, Chamois Skins; Cleansers and Polishes for Furniture, Metal and Glass. Carpet Sweepers, Vacuum Cleaners, etc.
BEST QUALITY ONLY.
45th St. and 6th Ave.

OFFICE FURNITURE
Quality that DEFIES comparison; prices that WELCOME it.
FRANKLIN OFFICE FURNITURE CO
48 E. 20th St. (bet. B'way & 4th Av.)

MORE THAN ENOUGH GIFTS FOR SURVIVORS

Women Workers' Offices Flooded with Clothing That Titanic's Folk Do Not Need.

BALL GAME BRINGS $9,425

Two Ball Gowns, Cut Low in the Neck, Among the Contributions for the Needy.

At the baseball game between the Giants and the Yankees at the Polo Grounds yesterday for the benefit of the Titanic survivors the attendance was 14,083 and the receipts $9,425.25.

A donor who wished to remain anonymous left a check for $5,000 at the headquarters of the Red Cross Emergency Relief Committee late on Saturday afternoon. This gift is being forwarded to the office of Jacob H. Schiff and will be included among the listed contributions when received by him.

At the performance given by the Dramatic Circle of the French Alliance in the Liberty Theatre last evening a collection was taken between the acts which realized $185. So the fund for the survivors grows.

With the funds so far received by the Women's Relief Committee, amounting to more than $25,000, its members reiterate the announcement that they have plenty for their purpose, which was to meet and supply the immediate needs of the destitute survivors of the Titanic. And the women who make up the Clothing Committee cannot overemphasize their deuiaration that plenty of garments have already been donated.

They are now stocked with more than enough, and the home of Mrs. Paul Dana, the Chairman, at 1A Fifth Avenue, is so piled with clothing that it is ceiling high in some rooms, with only lanes between the mounds, and the family has not enjoyed the use of the dining room for several days. Yet the suite of rooms on the sixth floor of the Metropolitan Life Building on Madison Square witnessed the arrival yesterday of clothing in such quantities that the women were kept busy sorting, and fairly fell on the necks of three young fellows from the Boys' Club of St. Bartholomew's Church who came down to offer their assistance.

And these garments include every style and every quality. The regulation outfit for one of the Titanic women—what is meant by the term "complete outfit"—includes a suit, an extra skirt, a long cloak, a pair of high shoes, a pair of low shoes, two sets of undergarments, six pairs of stockings, a good hat, and then a package of such treasures as hairpins, hatpins, safety pins, combs and the like. Most of the gifts have been made with an eye to useful service, but the committee has been perplexed with the receipt of at least two gowns which they hesitated to bestow on the sorrowing women from the steerage of the Titanic.

Ball Gowns for Survivors.

One was a startling ball gown of orange-colored satin, cut low in the neck. The other was a startling ball gown of pink satin, cut low in the neck and wreathed and adorned with pink roses. Finding no actresses in the list of those needing help at this time, the gowns will be put by in the certainty of finding some such glad receiver, for they do not anticipate difficulty in disposing of their surplus, most of the women on the committee being active in charities all the year round.

Whatever substantial surplus the Women's Committee finds on its hand at the end of its appointed task will be turned over to the National Red Cross, which will take over the cases needing continuer benevolence and will administer the fund being raised by Mayor Gaynor.

It will be used either in paying down lump sums to the beneficiaries or in making continued payments at stated intervals, as the needs of the different cases seem to require. It is thought that there will be greater need for such benevolence in Europe than in America, for the sufferers of the Titantic disaster—survivors in another and sadder sense—are far greater than the number of those who were rescued from the wreck. But the needs in Europe will probably be cared for by funds raised there.

In the Mayor's list of subscribers already published the $500 credited to William C. Demorest should have been credited to the Pilgrims of the United States, of which society Mr. Demorest is treasurer. Some of the larger subscribers to the fund raised by the Women's Relief Committee are Mrs. James Herman Aldrich, $250; Mrs. Russell Sage, $500; Mrs. Wilbur C. Fisk, $150; Mrs. Henry F. Dimock, $200; Mrs. John Barry Ryan, $250; Mrs. Frederick W. Vanderbilt, $350; Thomas F. Ryan, $500; The Evening World, $1,000; Mrs. E. H. Harriman, $500; Mrs. S. D. Ripley, $200; Mrs. George W. Perkins, $200; Mr. and Mrs. W. H. Moore, $1,000; Mr. and Mrs. Jacob H. Schiff, $250; Mrs. Morris K. Jesup, $200; Mrs. W. A. M. Burden, $250; Mr. and Mrs. Ralph Pulitzer, $1,000; Mrs. Geraldyn Redmond, $200; Mrs. William Douglas Sloane, $1,000; Mrs. J. A. Moore, $200; Mrs. Isidor Norman, $200; Richard Mortimer, $200; Mrs. Levi P. Morton, $1,000; Countess de Lagier-Villars, $200, and the schoolgirls of Rosemary Hall, $426.30.

Requiem Mass at St. Vincent's.

Nightfall yesterday saw most of the survivors gone from the hospitals which were their first shelter when the Carpathia came into this port. Requiem mass was celebrated yesterday at St. Vincent's in the hospital chapel by Father McCarthy, who is a patient there. A special service was held for the sixteen Syrians by Father Misri, an Egyptian priest. After the services, the Syrians left with their friends.

It was predicted that the chapel today would witness one of the weddings that are to mark the reunions after the rescue. Sarah Roth, a young English girl, is to marry Daniel Iles of 321 West Twenty-fourth Street, a salesman who knew her when they played together as children in the shadow of the Tower of London. Iles prospered here, Miss Roth prepared her wedding clothes, obtained her dowry, and set sail for America on the Titanic.

A committee of men from St. Bartholomew's Church will interest itself in the members of the Titanic's crew who were detained here to serve as witnesses at the Senatorial Investigation. Some of these feel that they never want to see the open sa again, and every effort will be made to make their new course on and the better for a good start. The committee held a conference with Mrs. Nelson Henry, and they will co-operate.

One small passenger aboard the Titanic was a six-year-old English girl who came over with her father and mother. The father went down with the ship, and on Wednesday another ship will take the widow and the little girl back to England. When she goes she will have in her possession a dollar bill all of her own, bestowed upon her by the Women's Relief Committee, to whom it came as the contribution of six children of the Mountain Lakes Sunday school at Boonton, N. J.

The women in the offices of the committee in the Metropolitan Tower had under their care yesterday one of the third-class passengers, George Harris, who was beside himself with distress because he had been unable to find another of the rescued, Lizzie Grinnell, his sister-in-law, who came over as maid to one of the first-cabin passengers, and whom he had not seen since the Carpathia reached her pier.

Council of Jewish Women's Work.

The Council of Jewish Women acknowledges the contribution for Titanic steerage women of suits from the National Cloak and Suit Company and Blauner Brothers; skirts and coats from Only Skirt Company, Max Solomon, J. & F. Goldstone, and Harry Kitzinger; waists and dresses from Samuel Floersheimer, L. & F. Hamburger, I. B. Hyman & Co., Rosenthal Brothers, Folsenthal Brothers, and Maisner & Co.; underwear, corsets, hosiery, and shoes from Nemo Corset Company, G. & A. Wise, Broadway Bargain House, Barkenfeld, Strauss & Co., and Standard Shoe Company; children's dresses from Goldberg & Sons and Gus. Lurie; articles of wearing apparel from Mrs. Volpe, Mrs. J. M. Keene, Mrs. H. Chuck, and Mrs. Lande.

There were anonymous gifts and an offer of assistance from the Baltimore section of the Council. A check for $25 was received from Alfred Goldstone and $18 from "Six Friends."

Automobiles for conveying survivors from the pier were loaned by Mrs. Aaron Stern, Mrs. Sol Wertheimer, and the Abbott-Detroit Automobile Company.

Among the passengers who sailed for France on the French liner Niagara yesterday were Mrs. Jeanne La Roche and her two little children, one of them a baby. Mrs. La Roche and her two little ones are among the Titanic's survivors. Her husband was among those lost when the Titanic went down. They had intended making their home in the United States. St. Vincent's Hospital bore the expense of sending the widow and children back to their native land.

WOMAN'S FUND OVER $65,000.

The London Daily Mail Announces Large Contributions.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 21.—As an indication here of how deeply the English people have been moved by the Titanic disaster it may be mentioned that The Daily Mail, which made an appeal to the women of England on behalf of the sufferers, acknowledges to-day the receipt of sums totaling over £13,000, ($65,000.)

This is apart from the Mansion House Fund. Other funds are being collected throughout the country.

WITHHELD NEWS O FICE.

Savole Passengers Not Told of Titanic Until Out of Danger Zone.

The French liner Savoie, in yesterday morning from Havre, received news of the foundering of the Titanic a few hours after the extent of the disaster was flashed over the ocean by the rescuing Cunarder Carpathia. When interviewed Capt. Tourrette said he learned of the disaster Monday afternoon, the news being relayed to the Savoie by other ships. The Savoie was then only about two days out of Havre.

Maurice Hubert, senior Marconi operator on board the Savoie, said that the liner began receiving wireless ice warnings as early as Monday afternoon. Capt. Tourette took no chances, and sent the Savoie on a course considerably to the south of the track that was followed by the Titanic.

Despite this change of track, however, the French liner did encounter ice, and on Thursday morning passed through ice fields, in which there were seventeen huge icebergs, which rose up out of the water to heights varying from 30 to 100 feet. The bergs sighted by the Savoie were in latitude 40.33 and longitude 52.20. After that for many hours the ice fields were in sight, and the Savoie proceeded very slowly, the result being that she arrived in New York a full day behind time. The Savoie is one of the fastest liners in the transatlantic trade.

The news of the Titanic disaster was kept from the passengers on the Savoie until that vesel was several hundred miles west of the ice fields. It was posted Thursday afternoon, and cast a gloom over the whole ship.

Among the passengers on the Savoie were Mgr. Pascal, Missionary Bishop of Saskatchewan, Canada, and his assistant, the Rev. Eugene Couet; M. P. Boulanger, Mrs. W. B. Comstock, Miss Comstock, Count François G. de Cisneros, Mrs. Louis Hover, Mr. and Mrs. B. B. Hoffmann, Charles Jourjon, and the Count and Countess Valle de Salazar.

SHIPS IN COLLISION OUTSIDE GALVESTON

Morgan Liner El Sud Beached After Crashing with Mallory Line's Denver.

ONE OF THE CREW MISSING

Vessel Later Towed Into the Harbor —Heavy Fog the Cause of the Accident.

Special to The New York Times.

GALVESTON, Texas, April 21.—In a dense fog the Mallory liner Denver, inbound from New York, and the Morgan liner El Sud, bound for New York, were in collision, about fifteen miles outside of Galveston Harbor, at 8 o'clock last night. Both vessels were badly damaged and El Sud had to be beached. Only the Denver carried passengers, but none was injured. She had about one hundred on board. Of the crew it is reported that one man is missing, but all of the others are accounted for and none is injured.

At the time of the collision the Gulf for miles out was blanketed with a dense fog. Capt. Staples of the Denver had ordered that vessel to proceed at half speed and she was creeping through the fog constantly sounding her siren when directly ahead the officer on the bridge sighted the out-bound El Sud.

The first that Capt. Staples of the Denver saw of El Sud was the range of lights of that ship, which showed that the vessel was dead ahead. The skipper of the Mallory liner sounded a warning, and changed his course in an effort to give El Sud room to pass him. But the distance separating the ships was too small, and when he saw that the manoeuvre would not prevent the collision Capt. Staples signaled to the engine room for full speed astern.

A moment later the ships came together. A large hole was torn half way through El Sud's port bow, and the Denver's prow was bent and twisted out of shape, while a number of her plates were ripped off.

It is said that many of the crew of El Sud leaped overboard and were picked up by lifeboats from the Denver. One man is believed to be missing. The Captain of El Sud immediately after the collision raced his boat into shallow water and beached her. Late this afternoon she was pulled back into deep water and towed into Galveston. It is said that most of El Sud's cargo is lost or badly damaged.

News of the collision of the Denver and El Sud was received in New York early yesterday morning. Last night H. H. Raymond, Vice President and General Manager of the Mallory Line, said that he had received a full report of the accident.

"The collision," he said, "was due to a dense fog which had settled over the harbor. The Denver carried more than one hundred passengers, and it was steaming at a low rate of speed into Galveston Harbor. El Sud was outward bound.

"In the fog the outlines of the two vessels were not visible to the lookouts until El Sud had crashed into the Denver. The forward hold of El Sud was stove in and she took water. She was not in immediate danger of sinking. The extent of the Denver's damage was slight. Capt. Staples of the Denver assured the passengers there was no danger and quelled their fears."

Mr. Raymond said the Denver would come to New York for repairs.

CLUB TAMES GANGSTERS.

Policeman Takes Suspected Highwayman They Were Trying to Protect.

Policeman William Dougherty of the Alexander Avenue Police Station, the Bronx, was forced to lay his nightstick over the heads of several members of the "Alley Gang" yesterday afternoon before he could capture one accused of a hold-up at 131st Street and St. Ann's Avenue.

Dougherty caught sight of the suspect a couple of blocks from the scene of the robbery surrounded by about a dozen of his comrades, and started to fight his way through the circle. After knocking two of them down with blows on the head, the policeman got his hands on the supposed hold-up man. Then he marched his prisoner to the Alexander Avenue Station, keeping the "Alley Gang" at a safe distance behind him by displaying his revolver.

The prisoner described himself as Walter Hanson, 20 years old, a deckhand, living at 1,445 St. Lawrence Avenue. He is accused of taking part in the hold-up of William Steigel, 1,611 First Street, who was robbed by two men.

Policeman Dougherty got on their trail shortly afterward and chased them along Southern Boulevard from 131st Street to 133d Street. He was afraid to shoot for fear of hitting some one in the crowd of promenaders and lost them until he came upon Hanson a few minutes later. The second man has not been caught.

STOLEN AUTO ABANDONED.

Newman Asked Policeman to Look Out for It, but He Didn't.

M. C. Newman of 358 High Street, Newark, called at the Third Police Precinct in Yonkers yesterday to recover possession of his touring car, which had been stolen from Forty-fifth Street and Broadway shortly after midnight. He said that when he went into a store on Forty-fifth Street he asked a policeman to look out for the car, and that when he came out both machine and policeman had disappeared. Newman made no charge that the policeman took the machine, but said he ought to have looked after it.

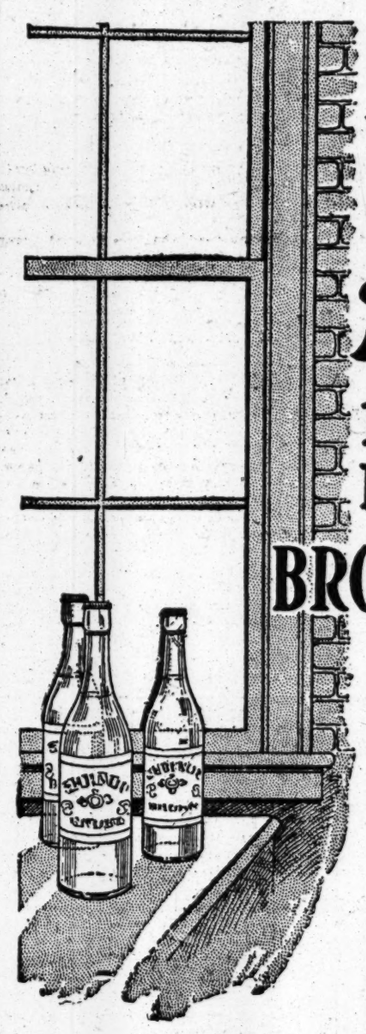
An hour after the automobile disappeared it was found abandoned and in a broken condition on South Broadway, Yonkers, by Policeman Frank Doty.

¶ We have a retail store at 40 John Street where we keep everything a Stationery Store *should*, and many things some Stationery Stores *don't*.

Our phone number is Worth 3792.

We mention the fact because we have a "Quick Delivery Service" that'll fetch to your office in a jiffy anything you need.

CORLIES, MACY & CO,
Printers and Lithographers
441 Pearl St. Phone, Worth 3792
Send for Monthly Magazine.



The Windows in the *Schlitz* Bottling Plant are BROWN GLASS

Schlitz is brewed in the dark.

Schlitz is shipped to you in Brown Bottles.

Beer exposed to light cannot remain pure.

Beer is saccharine. The slightest taint of impurity ruins its healthfulness.

In Germany the Brown Bottle is used almost exclusively. German brewers know the damaging effect of light on beer.

Schlitz
The Beer That Made Milwaukee Famous.

See that crown or cork is branded "Schlitz."

Phones 163 & 164 Spring
P. M. Ohmeis & CO.
534-540 Greenwich St.
New York, N. Y.
(18)

One of the most noteworthy piano sales ever held is now in progress.

HARDMAN Pianos *and* AUTOTONES (The Perfect Player-Pianos)
Used by the Artists of the Metropolitan Opera Company; Autographed by world-famed singers; offered at great reductions in price

Our sale of Hardman Pianos (Uprights and Grands) and Autotones (The Perfect Player-Piano) selected and autographed by great artists is in progress.

These are Pianos and Player-Pianos which have been carefully selected by the world's greatest singers, used by them for a few months only under ideal conditions, and then returned to us.

But before it is sent back each Piano and each Autotone has been signed by the artist who has selected and used it with an autograph signature. An opportunity is thus offered of obtaining an instrument which has been used by your favorite singer and must for all time be closely associated with his or her name.

And yet these superb instruments cost no more than one chosen at random from our stock.

On the contrary, they are offered at greatly reduced prices.

You save from $50 to $200 on each purchase.

A small deposit now will secure delivery in the Fall if you so prefer.

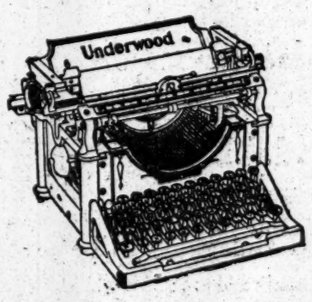
Our regular guarantee accompanies every one of these instruments.

Liberal allowance for your piano taken in exchange.

Hardman Peck & Company
Founded 1842
Brooklyn Branch
524 Fulton St.
Hardman House
433 Fifth Avenue
(Bet. 38th and 39th Sts.)

The Largest Typewriter Sale in History

Ten Thousand Underwood Typewriters



have been sold to the Western Union Telegraph Company for use in all offices throughout its vast organization.

All Telegrams, Night and Day Letters, in the future will be typewritten on the Underwood.

Every well known writing machine was carefully considered by the purchasing committee, and the Underwood won from the standpoints of practical utility and mechanical construction.

Underwood Typewriter Company
Incorporated
Underwood Building, New York

"The Machine You Will Eventually Buy."

YOU CAN OPEN AN ACCOUNT AT

Landay BROS

and do this without fuss or bother and without the slightest trouble to yourself. We will arrange the **terms to suit your convenience.**

Call at any of our *three salesrooms* and select the **Victrola** you want. Let us send it to you with the understanding that if it is unsatisfactory in any particular you may return it and we will **cheerfully refund your money.**

We can show you every model made by the **Victor** factory and the largest assortment of **Victor Records** to be found in this country.

Victrolas $15 up
Victor Records 60c up

Note our addresses carefully.

Landay BROS

Authorized Victor Factory Distributors
27 W. 34th St., bet. 5th & 6th Aves.
400 Fifth Ave., at 37th St.
563 Fifth Ave., cor. 46th St.

TO JUDGMENT CREDITORS
OF

Interurban Street Ry. Co.
New York City Ry. Co. and
Metropolitan Street Ry. Co.

When the property of these roads went into the hands of receivers, the U. S. Circuit Court announced in more than one opinion that creditors who might have claims against the road, whether in suit or not, could not under equity practice participate in the proceeds of any property which might come into the hands of receivers unless they filed their claims with the Special Master and made proof of the same. At the same time it was stated that, if he preferred, any creditor might prove his claim in the court, State or Federal, instead of before the Master, and that a transcript of judgment would be accepted as sufficient proof of the claim. The Special Master advertised for claims, stating that they must be filed before January 15, 1908. In conformity with subsequent orders of the Circuit Court, claims were received as late as March 1st, 1910. Although more than two years was thus allowed to creditors in which to file their claims, it appears that in numerous instances attorneys for creditors failed to file such claims, owing to their own ignorance or carelessness. In order that no person holding a valid claim which has been reduced to judgment should, because of his lawyer's negligence, be deprived of the opportunity to share in whatever property there may be in receivers' hands, the Special Master by authority of the Court hereby gives notice that all such claims (which have not been already filed) may be filed with him at his office, Room 84, Cotton Exchange Building, Hanover Square, New York City, at any time prior to 4 P. M. on Tuesday, April 30th, 1912.

New York, March 28, 1912.

WILLIAM L. TURNER,
Special Master.

MARTIN AND MARTIN
333 Fifth Avenue,
Opposite Waldorf-Astoria
London Harness & Saddlery
Week-end, Steamer and
Wardrobe Trunks.
Travelers' Requisites
LADIES' BAGS from $3.50
LONDON & PARIS,
Imported Dog Trappings
Goods of quality and merit
at moderate prices.

Frisbie Collars
15¢ 2 for 25¢
Greet the "ALLMAN."
Styled for all men of style. Fit-perfect and four ply.
Ask your dealer.
FRISBIE COON & CO MAKERS TROY, N.Y.

Hair, $30.
Ostermoor, $15.
Price is the difference—but that's not all. The Ostermoor Mattress is better in every way. Softer, more comfortable, it will never mat or pack, or need renovation.

Send for free book, or call at our show rooms.
116 Elizabeth St. to 132 Bowery
Block long—3 entrances. Near Grand Street. All cars transfer.
Telephone 5 Spring.

OSTERMOOR & CO.

ARMY FEEDS 70,000 DESTITUTE IN FLOODS

Many Sections in the South Never Before Damaged Are Now Under Water.

FIFTY TOWNS IN DISTRESS

Thousands of Persons Forced to Flee to Higher Land—Red Cross to Fight Sickness.

WASHINGTON, April 21.—The need for relief work being carried on by the army in the Mississippi Valley increases daily as the crest of the flood moves oceanward.

Already upward of 70,000 persons are being fed daily in the districts between Hickman, Ky., and Natchez, Miss.

The work of succor will have to be continued long after the floods have subsided, or until the sufferers are able to re-establish their homes.

While the quartermasters are feeding and sheltering the afflicted ones, and the engineers are strengthening and repairing the levees, the medical department and the Red Cross are already planning campaigns for cleaning up the flooded areas to prevent the spread of disease.

NEW ORLEANS, La., April 21.—News from the flooded area of the Mississippi Valley in Arkansas, Mississippi, and Louisiana continued yesterday to be increasingly grave. Thousands of those who were compelled to flee to higher places when the yellow flood invaded their homes have been cared for, but there are still more who are in imperative need.

It is estimated that fifty towns and villages have so far felt the effects of the flood. Some places are under from two to fifteen feet of water, with little prospect of an early recession. Reports as to the loss of life differ.

Conditions in the country overflowed by the Beulah (Miss.) break are extremely serious. High places in Bolivar County, never before inundated, are covered with three to four feet of water. All women and children in that district have been taken to Greenville and Vicksburg. Much relief work remains to be done in that section. Over a dozen towns have already been inundated from the Beulah break.

The distribution of supplies to hundreds of victims marooned on plantations and in settlements in the neighborhood of Tallulah, La., began yesterday. There is practically no change in the levee situation south of Vicksburg. Reports to the Government engineers in charge of the fourth district continue to be favorable.

At New Orleans the stage of the river at 7 o'clock last night was 20.2, a rise of one-tenth of a foot for the twenty-four-hour period.

At Nibletts, Miss., four miles south of the Beulah crevasse, where some alarm was felt for a portion of the levee Saturday, a large force of men is working day and night, and it is believed a break will be averted.

Special to The New York Times.

MOBILE, Ala., April 21.—Merrill, Miss., a town of 2,500 inhabitants, is surrounded by water caused by the overflow from the Pascagoula River and many people have had to abandon their homes. A number of refugees arrived here to-night. The stage of the river at 8 o'clock to-night was 29 feet and rising at the rate of two inches per hour. The New Orleans, Mobile & Chicago Railroad station is surrounded by water and is about to be washed away.

Dog River between Wilmer and Shipman has overflowed its banks, and every available man has been sent to a railroad bridge near that place to prevent it from washing away.

Railroad traffic between Mobile and Merrill, the main line of the road, has been abandoned.

SINALOA IN REBELS' HANDS.

They Attack Federals at Navolato, but Are Repulsed.

EL PASO, Texas, April 21.—According to advices just received here, the State of Sinaloa, like that of Chihuahua, is now in rebel hands.

On April 9, 500 rebels attacked Navolato and drove out the garrison of Federals. There was hot fighting and the rebels fled. It is reported that 38 of them were killed. Shortly after this fight, President Madero recalled all his troops from the State, and the district was left without a Government. Almost the last act of the garrison was to release the prisoners from the jail. In the disturbance which followed, ten prisoners were killed by citizens. Americans displayed the Stars and Stripes and escaped injury.

MAY BURN OLD WARSHIP.

Wabash, Which Flew the Flags of Many Admirals, Was in Civil War.

BOSTON, April 21.—The United States ship Wabash, the receiving ship of the Charlestown Navy Yard since 1873, officially went out of commission at the yard yesterday, and its name will soon be stricken from the list of warships.

The old ship, considered the acme of naval construction in its day, has flown the flags of more distinguished fleet commanders and Rear Admirals of the United States Navy than any other ship afloat, it is said, and since it was commissioned in 1856 has been the home of more officers and men of the United States Navy than any other vessel. Now, unless some historical society wants the ship, it will be sold for old junk, and will probably be burned on one of the islands of the harbor.

The Wabash was built at Philadelphia, and was one of the first warships to use steam power as an auxiliary. During the rebellion she took part in almost every naval engagement on the Atlantic Coast.

OUT FOR VICE PRESIDENCY.

A. J. Baker of Texas Seeks It on the Democratic Ticket.

Special to The New York Times.

AUSTIN, Texas, April 21.—A. J. Baker of San Angelo, Texas, former State Land Commissioner, announced his candidacy to-day for Vice-President on the Democratic ticket. He says in part:

"If I should be indorsed by the Texas Democracy I should expect to go into the Baltimore Convention without meeting any contest from other Southern States and have almost no opposition from the Northern States, and if I am nominated I would confidently expect a stronger support from the people of all the States than has been given to the nominee for Vice-President in the last twenty years.

"It will be remembered that, although nominations have been attempted from this and that State for the Vice Presidency, all such efforts have proved a failure."

TO TILL VACANT LOTS.

Long Island Land Owners Aid Good Citizenship League Plan.

In an attempt to reduce the high cost of living the Good Citizenship League, a woman's organization, has made arrangements with land owners of Flushing, Bayside, and Whitestone to permit their vacant land to be used by persons willing to till it. The firm of Halleran Brothers, of which Tax Commissioner John J. Halleran is the head, has offered the use of all the vacant land it owns in and around Flushing. Four families have applied and have received allotments.

A woman living in Bayside has obtained through Halleran Brothers the use of a two-acre apple orchard, the fruit of which has hitherto been allowed to go to waste. John H. Ridenour of Flushing has also offered the use of his vacant land.

DIED IN POLICEMAN'S ARMS.

Met Him in the Street and Confessed Having Taken Carbolic Acid.

"I've been drinking," said a well-dressed man who approached Patrolman Lehane at Fifty-second Street and Eighth Avenue last night. The policeman detected the odor of carbolic acid.

"Have you been drinking carbolic acid?" he asked.

"Yes," said the man as he toppled over into the policeman's arms. The policeman endeavored to force milk down his throat while awaiting the arrival of Dr. Ivins of Flower Hospital. When the ambulance surgeon arrived he said the man was dead.

When the body was searched a note was found reading:

I am E. J. Browne of 233 Morris Avenue, Summit N. J.

On the reverse side was:

Hart, 9 West Sixty-third Street, third floor.

A second note read:

I done this by my own hand. Call my sister, Miss G. A. Browne, Auchincloss Brothers, 22 William Street.

And on a third piece of paper was written the following:

I venture one of the penalties almost any woman may have to pay for bringing to the altar only the constitution to be loved for a time, is to find herself some time at her far from the altar, a Titania, a lover's fool.

A card of Dr. Adolph Brand, 1,431 Madison Avenue, was also found in the pockets.

Robert Browne, who keeps a boarding house at 305 West Seventy-first Street, viewed the body at the West Forty-seventh Street Station and identified it as that of his brother, E. J. Browne. The dead man was about 30 years old.

Reception to Marconi at City College.

President John H. Finley of the College of the City of New York has extended an invitation to Guglielmo Marconi to be present at a public reception in his honor, to be held at the college, some day this week. Mr. Marconi, deeply appreciative of the honor, has promised to attend the reception if his affairs will allow him to do so. Mayor Gaynor will be asked to be present, and Andrew Carnegie has expressed a desire to attend.

STRIKE ARBITRATION NEEDS IMPROVEMENT

Labor Disturbances Inadequately Dealt With Now, Says S. M. Harrison.

PUBLIC PEACE DEMANDS IT

Industrial Conflicts Must Be Settled In Some Large, Systematic Way, He Declares.

A story written for The Survey by Shelby M. Harrison says that what the country needs is a large, systematic way of dealing with industrial disturbances and the entire elimination of the present method, which is haphazard and entirely lacking in uniformity. Attention is called to the Lawrence strike, that lasted several months, in spite of the fact that the State Board of Arbitration and Conciliation in Massachusetts is one of the oldest and most successful in the country.

Mr. Harrison declares that public peace is getting a new meaning. He says that the old definition dates back to the time when the chief disturbances were caused by governmental policies.

"When to settle industrial disagreements," he says, "property is destroyed and people killed, war exists. Many of the States, by providing some kind of arbitration boards, recognize that the public has some interest and responsibility in industrial disturbances. From time to time Congressional committees have made preliminary investigations of industrial controversies. These, however, seem to be of more value as precedent than as a system for permanently solving difficulties. Labor troubles continue to arise. They show no signs of growing less acute and emphasize the inadequacy of our present methods for quick and just settlement.

"To see absolute lack of uniformity in public machinery for investigating controversies and for setting the issues clearly before contending parties, in order to arbitrate difficulties and lead to conciliation, it is only necessary to review briefly the incidents of a number of recent strikes

Review of Recent Strikes.

"Early in 1910 between 17,000 and 20,000 coal miners in Westmoreland County, Pennsylvania, quit work. No clear statement of issue was made public and no mediating agency was on hand to act at the beginning of the strike. Two communications from the strikers were ignored by the operators. Six months after the strike began a committee of the Pittsburgh Chamber of Commerce asked both sides to place before an 'impartial, unprejudiced committee the differences which are yours.' The large operators refused. At the end of twelve months the Rules Committee of the House of Representatives, after a hearing, decided not to make a Federal investigation of the strike. After the strike had continued fifteen months the companies finally won by bringing strike-breakers into the district and by prolonging the fight until the financial drain upon the United Mine Workers' treasury became too great. Millions of dollars were lost, yet the only way in which the State recognized the strike was by detailing constabulary to service in the strike zone.

"Not quite three years ago 1,700 textile workers in Ludlow, Mass., struck because of a wage disagreement. Three days after the whole body of workers went out the Secretary of the Massachusetts State Board of Conciliation and Arbitration offered the services of the State to help bring about peace. Both the company and the workers declined the offer. Two months after the board first offered its services it again made advances, which were accepted. A satisfactory settlement was arranged, and the strikers went back to their old places. In this case, and also in the Westmoreland strike, the workers were unorganized before the first trouble began.

"Two years ago a strike began in the mills of the International Paper Company. The employes were organized, and the employers refused to meet them except as individuals. At the request of citizens of Corinth, N. Y., the Commissioner of Labor of New York ordered the Chief of the Bureau of Arbitration to make an investigation of the strike. Soon after this the company requested the employes to send a man from each mill to New York for a conference with the management, and an agreement was reached and signed.

"One year ago about 6,000 men, unorganized furniture workers in the factories of Grand Rapids, went on strike. A self-constituted committee of citizens made an inquiry, hoping to bring about a settlement. This consisted of a first statement from each side, the unions and employers' organization, and a reply from each. The committee carried this investigation no further and disbanded with a few recommendations, which were not acted upon. After four months the strikers gave up the struggle in defeat.

None of the Issues Settled.

"In February, 1910, in Bethlehem, Penn., the discharge of an employe who had avoided Sunday work led to a strike. Merchants who were losing trade attempted to get the men to go back on any terms. They did not try to get to the bottom of the dispute and settle it upon some solid and just basis. Lack of funds forced the workers to resume work with none of the issues satisfactorily settled.

"The cloakmakers in several hundred shops in New York City in the Summer of 1910 left their work for two months. The New York State Bureau of Arbitration twice failed to effect a settlement. A Boston customer of the manufacturers brought about conferences out of which grew an agreement which provided for a fixed scale of minimum wages, the establishment of an Arbitration Board and of a Joint Board of Sanitary Control.

"A review of the labor disturbances in the last decade would emphasize what is seen in the six strikes cited—namely, the absolutely haphazard working of public agencies for dealing with industrial problems. There is no uniformity either of agencies or of methods. Some State boards may only make investigation. Some may publish their findings; some may not. Some may initiate their investigations and others must wait to be called into the crisis. Some have no funds and have practically no continuous existence. Most may recommend settlement measures, but none has power to enforce them and many States have no such boards at all. Private agencies, moreover, have established no uniform or workable procedure, either.

"Those who see any seriousness at all in these industrial disturbances will be quick to see the need of dealing with them in some large-scale, systematic way instead of letting the present chaos of public agencies continue. The day of makeshifts has passed, and an intelligent interest in the future of the country demands an impartial scrutiny of causes and tendencies."

The Provident Loan Society
OF NEW YORK

Loans from $1 to $1000 upon pledge of personal property.

INTEREST RATES
One per cent. (1%) per month or fraction thereof.
One-half per cent. (½%) charged upon loans repaid within two weeks from date of making.

OFFICES
MANHATTAN AND BRONX
Fourth Avenue cor. 25th Street
Eldridge Street cor. Rivington Street
Seventh Ave. bet. 48th and 49th Sts.
Lexington Ave. Cor. 124th Street
Grand Street cor. Clinton Street
Courtlandt Ave. Cor. 148th Street
BROOKLYN
Graham Avenue cor. Debevoise St.
Pitkin Avenue cor. Rockaway Ave.

W. & J. SLOANE

WE INAUGURATE THE OPENING OF OUR NEW STORE WITH A

SPECIAL SALE OF ORIENTAL RUGS

Comprising, Among Other Weaves,

Kirmanshah and Sarouk Qualities in Small and Carpet Sizes.

THE EXTREMELY LOW PRICES REPRESENT UNUSUAL VALUE.

Values are determined by comparison——Compare our assortment, qualities and prices with those offered elsewhere.

Prices range from $12 upwards

FIFTH AVENUE AND 47TH STREET
(Formerly at Broadway & 19th Street)

J. M. Gidding & Co.
OUTER APPAREL FOR WOMEN, MISSES and JUNIORS. MILLINERY FURS

ARE HOLDING, BEGINNING TODAY,

A Special Sale of Imported Model

Gowns and Dresses, $75 to $245

FORMERLY $125 to $295

Women's Tailor-made Suits, $38 & $50
FORMERLY $50, $65 and $75. Duplicates of new foreign models.

Small Women's and Misses' Suits, $35
FORMERLY $45 and $55. New Norfolk and fancy trimmed models.

Motoring and Utility Coats, $35 & $45

Smart Morning Frocks, $35, $40 & $45

Millinery Specials at $15 & $18
FORMERLY $22 and $25.

Paquin Model Blouses
FORMERLY $35

White Knitted Coats, $6.50
All of these Coats which formerly sold at $8.50 to $12.50

ESPECIAL ATTENTION IS DIRECTED TO
Departments of Mourning Wear
Tailored Suits—Dresses—Millinery
made up or to special order.

Fifth Avenue at 46th Street

If You're Too Late for One Train You're Just in Time for the Next

To BUFFALO

That is the great convenience of the superior service to Buffalo, day and night, afforded by

New York Central Lines

Moreover, the "Water Level Route" insures solid comfort by day, and sound sleep by night.

5 Day Trains
Leave New York
At 8.30, 8.45, 10.30 a. m. 12.40 and 12.50 p. m.

5 Night Trains
Leave New York
At 6.00, 8.02, 9.35, 11.44 p. m. and 12.25 midnight

Railroad and Pullman tickets delivered by Special Messenger without extra charge. For further information address General Eastern Passenger Agent, 1,216 Broadway.

NEW YORK CENTRAL LINES

New York 'Phone: 6310 Madison
Brooklyn 'Phone: 167 Main

Seriously minded men used to avoid the brighter fabrics in suits.

Thought dullness meant dignity.

Nowadays they carry off the smart new designs with the same jaunty air their sons have.

We're glad of the change.

Gives us a chance to bring over the most attractive Scotch tweeds, for example; not a bit loud—just cheerful and unusual.

Our Spring suits show the wide range of modern cloth designing.

Silk lined overcoats of cheerful fabrics too.

With plenty of Oxford grays and blues, if you don't want to get too gay all at once.

ROGERS PEET COMPANY,
Three Broadway Stores
at Warren St. at 13th St. at 34th St.

GOING TO
Philadelphia
Take one of the hourly fast flyers of the
NEW JERSEY CENTRAL
Every hour on the hour, 7 A. M. to 10 P. M., and at midnight, from Liberty St. 10 minutes of the hour from W. 23d St. The Scenic Route. Dining car Service De Luxe at dining hours. Hard coal, no smoke, no tunnels.

Republic Tires
Buy the original, not its imitations. The Republic Staggard Tread, not the freakish experimental copies of it.
Republic Rubber Co. of N. Y.
229W.58thSt.
"Staggard Tread," Pat. Sept. 15, 22, '08.

ADVERTISEMENT.

IN ACCORDANCE WITH THE CONDITIONS of the bequest notice is given that the Leavenworth Scholarship at Yale College, open for competition to all young men of the name Leavenworth, will be vacant at the close of the present academic year. Applications may be made to W. H. Sallmon, Bureau of Appointments, Yale University, New Haven, Conn.

OLD CROW RYE
"Reg. U. S. Pat. Off."
GUARANTEED TO BE
PURE RYE WHISKEY
UNBLENDED, UNADULTERATED.
SOLD EVERYWHERE

ENGINEERS READY TO STRIKE TO-DAY

Chief Stone Says Railroads Are Preparing for It, and "Will Get All They Want."

CHARGES UNFAIR TACTICS

Armistice Used, He Says, In Calling In Strikebreakers—Neill Returns to Washington.

There appeared to be little if any chance last evening that the strike of the locomotive engineers on the fifty Eastern roads could be averted. Telegrams were received all day by Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, from members in all parts of the territory involved, notifying him that railroad officials were calling on or sending to the men to see what they were going to do, and in this way were preparing for the strike.

"The companies evidently want a conflict," said Stone. "We declared an armistice in good faith, to give the committee of managers time to meet to-morrow and give a final reply. The railroads are taking advantage of the armistice to prepare for the strike. They are not playing fair. If we had thought they would not have respected the armistice the strike would have been called right away.

"The companies have even notified the pensioners and those who have left the service on pensions through failure of eyesight and other disqualifications to be on hand so as to be ready for all emergencies."

More telegrams came which made Mr. Stone angry. He said they were to the effect that the companies were taking advantage of the armistice to prepare for a fight.

"They will get all the fight they want," he continued. "We will wait a reasonable time to-morrow afternoon, and then if the reply from the companies is not what we want, the strike order will be released, and the Chairmen of engineers on the systems will go at once to their districts to call the men out. I always looked on an armistice as a thing to be observed as sacred, but while we have remained neutral, the companies have been preparing for war. The forty-eight hours' armistice really ends at 8 o'clock to-night, but as the Committee of Managers sent word that it would meet to-morrow and then send in another reply, we agreed to wait.

Charges of Bad Faith.

He repeated that the companies were not playing fair and said that if they had been inclined to be candid with the engineers it would not take a day or two to get their committees together every time a new reply was made. They were simply sparring for time to prepare for a strike, he said.

"I am sorry that the people will be put to the inconvenience that will be caused by this strike," he continued. "No one realizes better than I do what a widespread effect it will have, but the companies are forcing it, and evidently want it. They refer to the conservatism even of the engineers and want to take advantage of it, but we have waited until patience has ceased to be a virtue."

As to President Taft intervening, Chief Stone said that there was no use in his intervention while the Erdman Mediation Act was in force. Whether it would be appealed to or arbitration would be accepted was not for him to say at present. He said he had talked with Labor Commissioner Neill, but he could do nothing and had changed his mind about remaining until to-day, and returned to Washington.

The Roads Concerned.

The roads involved in the demands are as follows:

Bessemer & Lake Erie; Boston & Albany; Boston & Maine; Buffalo, Rochester & Pittsburgh; Buffalo & Susquehanna; Central New England; Chicago, Indianapolis & Louisville; Chicago, Terre Hauto & Southeastern; Chicago, Indiana & Southern; Cincinnati & Northern; Cincinnati, Hamilton & Dayton; Cleveland, Cincinnati, Chicago & St. Louis; Coal & Coke; Delaware & Madison; Delaware, Lackawana & Western; Detroit, Toledo & Ironton; Dunkirk, Allegheny Valley & Pittsburgh; Erie, Grand Rapids & Indiana; Hocking Valley; Indiana Harbor Belt; Indianapolis Union; Kanawha & Michigan; Lake Erie & Western; Lake Erie, Alliance & Wheeling; Lake Shore & Michigan Southern; Lehigh Valley; Long Island; Maine Central; Michigan Central; New York Central & Hudson River; New York, Chicago & St. Louis; New York, New Haven & Hartford; New York, Ontario & Western; New York, Philadelphia & Norfolk; New York, Susquehanna & Western; New Jersey & New York; Pensylvania Lines East; Pennsylvania Lines West; Pére Marquette, Pittsburgh & Lake Erie; Reading System; Toledo & Ohio Central; Toledo, St. Louis & Western; Vandalia Lines; Western Marinad; Wheeling & Lake Erie; West Side Belt Line; Wabash-Pittsburgh Terminal.

The roads cover 50,000 miles of track and carry 52 per cent. of the traffic. The last strike of the locomotive engineers was on the Lehigh Valley Railroad in 1893 and was a federated strike taking in the trainmen, firemen, and conductors. In 1888 the engineers went on strike on the Chicago, Burlington & Quincy lines. This lasted a long time and cost the engineers 7,000 in membership, the engineers losing. Since then the Brotherhood, it was stated, has gained 15,000 members.

The present demands on the fifty Eastern roads, which include a general levelling up to the Western railroad rates, meaning an average advance of 18 per cent., were formulated in Buffalo on Jan. 1, and transmitted to the railroads on Jan. 22, with the notification that the engineers would call on the committee, representing the Eastern railroads on Feb. 23. The reply was put off until March 14 and again to March 25, and proved to be a refusal of the demands.

Assistant Grand Chief Burgess of the Engineers said last evening that when the demands were made on the Western roads in 1910, different tactics were used by the managers. In the case of the Western roads it was not a persistent refusal of all demands, but several counter-propositions were made and a settlement was reached. In the case of the Eastern roads, he said, the railroads made no counter-proposition. Asked how funds would be raised for a strike, he said:

"We could raise a million dollars in two or three days. We have been there before."

Grand Chief Stone said his headquarters, in case of a strike, will probably be in New York.

Special to The New York Times.

WHITE PLAINS, N. Y., April 21.—At a meeting of Harlem Division 783, Brotherhood of Locomotive Engineers, held here to-day, the members of this division voted to a man to stand back of the National body of railroad engineers in the demands made for an increase of pay and better conditions. Chief Warren E. Stone addressed some three hundred men of the Harlem and other divisions, and made an appeal to them to stand firm. The men greeted him with great enthusiasm, and said they would support him in his forty-eight-hour ultimatum.

The meeting was presided over by Joseph Watson of Syracuse, General Chairman of the New York Central lines. There were also present Assistant Grand Chiefs Caddell and Burgess of Cleveland, Ohio; General Chairman Osterhaus of the Boston & Albany Road, and General Chairman Fitch of the Nickel Plate Road, as well as representatives of other railroad engineers east of Ohio.

MINERS HEAR STRIKE IS NEAR SETTLEMENT

Anthracite Workers Ready to Accept Wage Increase and Yield Full Recognition of Union.

TERMS NOT CONFIRMED HERE

Wilkesbarre Report Says Operators and Miners' Sub-Committee Have Reached Some Agreement.

Special to The New York Times.

WILKESBARRE, Penn., April 21.—Mine workers here received with elation a report from New York to-day that the sub-committee of the mine workers and the operators had agreed upon a basis of settling their differences.

The mine workers, who are to meet in convention here to vote upon accepting or rejecting the proposal, are expected to vote by a large majority for accepting the offer of the operators of a 10 per cent. increase in wages, an eight-hour day, and partial recognition of the union. They consider that these concessions are a decided victory, and, while they would have liked to obtain full recognition of the union and the collection of the union dues by the operators, they realized this would be practically impossible to obtain without a strike.

Many of the officials of the coal companies admit that owing to the increase in the cost of living during the last ten years, during which the mine workers received no increase in wages, they are entitled to an advance.

It is expected that work will be resumed by the end of the first week in May. By that time, it is thought, the stocks of coal will be depleted, and there should be a brisk demand, resulting in fairly steady work during the Summer.

None of the Miners' Union officials in this city would say anything last night about the report that a settlement with the operators had practially been reached.

FEAR RIOTS IN CANTON.

Discontent Among Soldiers from the North Recently Disbanded.

HONGKONG, April 21.—Fears are entertained of further serious disorders in Canton. Thousands of soldiers have returned from the North in a state of discontent and have been disbanded. The Governor and General in command have been impeached for the execution of a Chinese editor. The Provincial Assembly and populace condemn the arbitrary action.

Several officials have resigned because the Governor has been appointing his classmen to office. The West River is being rigidly patrolled to keep off the pirates.

Dr. Sun Yat Sen, the ex-Provisional President, is to arrive here to-morrow.

NEW HUNGARIAN CABINET.

George Luckacs, Former Minister of Finance, Is Premier.

BUDAPEST, April 21.—A new Hungarian Cabinet has been formed with George Luckacs as Premier. He also has assumed the portfolio of the Ministry of the Interior and reappointed the Ministers of former Premier Khuen von Hedervary.

Premier Luckacs previously held the post of Minister of Finance and was former Secretary of the Finance Department. J. Teleszky has been appointed Minister in his stead.

OLD MASTERS SELL CHEAP.

Few Pictures in Lord Blantyre Collection Fetch Above $1,000.

Special Cable to THE NEW YORK TIMES.

LONDON, April 21.—At Christie's yesterday were sold some old masters belonging to the last Lord Blantyre.

An example of J. D. Deheem, in still life, 53 by 72 inches, signed with a monogram, brought 190 guineas, ($950,) and J. Ovens's cavalier with his wife in a garden, two musicians playing instruments, and other figures, 91 by 81 inches, brought 130 guineas, ($650.)

Other pictures included one by J. van Goyen, a frozen river scene, with buildings and windmill on a panel 26 by 38 inches, which sold for 205 guineas, ($1,025.)

Two by S. van Ruysdael were sold. A river scene with buildings and boats, 16 by 22 inches, brought 310 guineas, ($1,550,) and another river scene with a wagon, ferryboats, and animals, 28 by 42 inches, sold for 605 guineas, ($3,025.)

J. van der Heyden's château with trees and river, 60¾ by 10½ inches, brought 185 guineas, ($925.)

A triptych by van Dyck with a Madonna and Child and two angels in the centre and St. Christopher and a Bishop on either wing, 18½ by 13½ inches, sold for 290 guineas, ($1,450.)

A picture ascribed to Velasquez, "The Angels Appearing to the Shepherds," 70 by 49 inches, which was formerly in the collections of Louis Philip and the Rev. Dr. W. D. Bromley, brought 170 guineas, ($850.)

$450 FOR STEVENSON MSS.

Two Holograph Poems Sell at $225 Each, a Letter for $250.

Special Cable to THE NEW YORK TIMES.

LONDON, April 21.—Messrs. Puttick and Simpson concluded yesterday a two days' sale of books and manuscripts from various sources.

A holograph manuscript of a fragment of George Meredith's translation of the Iliad in English hexameter verse, 140 lines on 12 pages, quarto, published about 1870, sold for £73, ($365.)

Two holograph manuscript poems by R. L. Stevenson, "My Body, Which My Dungeon Is" and "The Sick Child," brought £45 ($225) each. An autograph letter from the same to his cousin, R. A. Stevenson, dated Davos, April, 1882, and referring to his printing and wood engraving at Davos, sold for £50, ($250.)

60 Books Stolen from Cathedral.

Special Cable to THE NEW YORK TIMES.

LONDON, April 21.—Investigation of the thefts from the Lincoln Cathedral reveal that more than sixty volumes, chiefly theological works relating to America, have been stolen.

ASHBURTON LIBRARY SOLD.

Total of $14,750 Is Realized—Carlyle Books at Auction.

Special Cable to THE NEW YORK TIMES.

LONDON, April 21.—At the five days' sale of the late Lady Ashburton's library, which has just ended at Sotheby's, a total of £2,950 ($14,750) was realized. The more important lots the final day were Thomas Carlyle's copy of Hare's "Essays and Tales of John Sterling," £17, ($85,) and Tennyson's "The Princess," a first edition, inscribed "T. Carlyle, from A. Tennyson," £46, ($230.)

The Stearns-Knight Car Has Made A Wonderful Record In New York

Some New York Owners of Stearns-Knight Cars

Mr. Jacob H. Schiff
Mr. W. A. Harriman
Mr. Charles Louis Sicard
Mrs. E. H. Bennett
Mr. John Clark Udall
Mr. H. Van R. Kennedy
Mr. J. Parker Kirlin
Mr. James Hopkins
Mr. Lew M. Fields
Mr. Albert J. Milbank
Mr. J. K. Robinson, Jr.
Mr. A. A. Anderson
Mr. C. J. Carpender
Mr. Charles R. Buckley
Dr. L. Grant Baldwin
Mr. George W. MacDonald
Mr. Adam Baudouine
Mr. Samuel Schlivek
Mr. C. S. Herter
Mr. W. W. Weitling
Dr. Chas. L. Atkinson
Mr. George Krouse
Dr. H. C. Luke
Dr. J. H. Wilson
Mr. H. E. Stoehr
Dr. Eli Long
Mr. George D. Pratt
Mr. H. S. Gregory
Mr. J. W. Lane
Mr. E. B. Aymar
Mr. W. Dixon Ellis
Mr. Clifford S. Fox
Mr. W. P. Dixon
Mr. John S. Cooke
Mr. Darwin S. Hudson
Mr. W. H. Mapes
Mr. H. E. D. Jackson
Mr. Edwin D. Fishel
Mr. Bernard Rentrop
Mr. Geo. C. Stevens
Mr. Jacob S. Bretz
Mr. P. C. Gallagher
Etc., Etc.

¶ The Stearns-Knight was announced to the public last Summer. Since then, Stearns sales have doubled. In New York the Stearns-Knight has made a record approached by very few cars.

¶ It is the choice of the most discriminating buyers—for New York is the most critical market in the world.

¶ In less than a year the Stearns-Knight has made a new record for popularity. It is the choice of such men as Jacob H. Schiff, A. Holland Forbes, Charles G. Gates, W. A. Harriman, Cyril F. Dos Passos, H. Van Rensselaer Kennedy, and hundreds of others.

¶ The judgment of such men in matters of this kind is final. Like the owners of Knight-motored cars in Europe, they have the whole world from which to pick and choose.

¶ The judgment of these men means much to every motorist. *But judge this car yourself—ride in it—subject it to tests that before the advent of the Stearns-Knight had never been attempted.*

¶ Demand that the car perform under all conditions—traffic, hills, speed. Judge this car in the most severe manner—you will find it your ideal just as have hundreds of others.

¶ Take the time to investigate. The new Spring series cars are here. Like all Stearns cars they embrace the latest up-to-the-minute features.

¶ The new models include Touring Cars, Toy Tonneau Runabouts, and Roadsters—a few may be had for immediate delivery.

Some New York Owners of Stearns-Knight Cars

Mr. A. Holland Forbes
Mr. Chas. G. Gates
Mr. Peter G. Gerry
Mr. Cyril F. Dos Passos
Judge Harrison S. Moore
Mr. J. P. Kane, Jr.
Judge Peter T. Barlow
Mrs. Olive Hoe Slade
Mr. George B. Agnew
Mr. Charles A. Hanna
Mr. Herbert S. Martin
Mr. Lewis Herzog
Mr. Richard Hyde
Dr. Wm. Tod Helmuth
Mr. Henry Osborne Taylor
Mr. Joseph I. Grady
Miss R. A. Polhemus
Mr. Julian A. Ripley
Mr. David M. Goodrich
Mr. W. R. Hees
Mr. Wm. W. Wiese
Mr. Carl Brucker
Mr. E. Barnett
Mr. Adam Deupert
Mr. A. S. White
Mr. H. V. Loewi
Mr. H. B. Van Dien
Mr. George Notman
Mr. C. P. Soden
Mr. T. J. Clark
Mr. W. W. Vincent
Mrs. Robert Stafford
Mr. F. A. Stowell
Mr. C. O. Bauman
Mrs. H. S. Scott
Mr. E. L. Scofield
Mr. Walter Carey
Mr. Andrew Miller
Mr. W. L. Sheafer
Mr. F. A. Titus
Dr. St. George Fechtig
Mr. Mark Rafalsky
Etc., Etc.

THE F. B. STEARNS COMPANY
OF NEW YORK
BROADWAY AT 57TH STREET - - - - - - - 'PHONE COLUMBUS 7600

Have You Ever Worn A Brill Twenty?

If you have; anything we might say, further than to call attention to a more remarkable assortment than ever, would be superfluous. If you have not---ask your friend who has---he's the very best ad. that we know of for the Brill Twenty Suits for Men and Young Men, the best and biggest value that can be had at $20.

Motorwearables for Owner and Driver at Our 49th St. Store.

Brill Brothers

BROADWAY, at 49th St. 279 BROADWAY, near Chambers St.
47 CORTLANDT ST., near Greenwich. 125TH ST., at Third Ave.
UNION SQUARE, 14th Street, West of Broadway.
Harlem Store Open Every Evening

The Coward Shoe

Imitation

Unscrupulous dealers are attempting to deceive the public by making misleading and unlawful use of the COWARD name.

THE PUBLIC—is informed that the COWARD Shoe is sold only from our one place of business, at 264-274 Greenwich St. (near Warren St.,) New York City.

NO AGENTS

JAMES S. COWARD 264-274 Greenwich St. (Near Warren St.) NEW YORK
Mail Orders Filled Sold Nowhere Else Send for Catalogue

You might be better satisfied

Perhaps your tire experience has been satisfactory—or passably so. We hope it has been. But it may be that tires made as only United States Tires are made—by *co-operative* skill—would prove even *more* satisfactory. Possibly *far more* satisfactory.

The possibility is certainly worth considering—especially when thousands of motorists who are today using

United States Tires

exclusively, formerly thought they were "pretty well satisfied" with other tires.

In buying one or two of these tires as a "trial," you are in reality giving four organizations, *working as a unit*, an opportunity to show you *why* tires made as only United States Tires are made are entitled to *sell* as only United States Tires sell.

And keep this in mind: The first cost is the same as though you continued to use tires made in the ordinary way. You are not asked to "take a chance"—*not even in the matter of price.*

All Styles of Fastenings and Treads

Sold Everywhere

United States Tire Company, New York

The New York Times

"All the News That's Fit to Print."

PUBLISHED EVERY DAY IN THE YEAR BY THE NEW YORK TIMES COMPANY.

Adolph S. Ochs, Pres't & Tr. B. C. Franck, Sec'y. Address all communications

THE NEW YORK TIMES.

Publication Office.....Times Square
Downtown.....15 Beekman Street
Wall Street.....2 Rector Street
Harlem.....263 West 125th Street
Bronx.....149th St. and Bergen Av.
Brooklyn.....343 Fulton Street
Staten Island...8 Richmond Tce., St. George
Long Island City.....47 Vernon Avenue
Jersey City.....115 Fuller Building
Hoboken.....94 Hudson Street
Newark.....794 Broad Street
Paterson.....159 Main Street
WASHINGTON.....Post Building
PHILADELPHIA.....Public Ledger Building
CHICAGO.....122 South Michigan Boulevard
LONDON.....2 Pall Mall East, S. W.
PARIS.....34 Rue du Sentier
BERLIN.....60 Friedrichstrasse

ONE CENT Greater New York, Jersey City, Newark. Elsewhere, Two Cents. Five Cents Sunday.

Subscription Rates—by Mail, Postage Paid.
DAILY AND SUNDAY, per Week.....$0.17
DAILY AND SUNDAY, per Month..... 0.75
DAILY AND SUNDAY, per Year..... 8.50
DAILY, per Week..... 0.12
DAILY, per Month..... 0.50
DAILY, per Year..... 6.00
SUNDAY, with Pictorial Section and Review of Books, per Year..... 2.50
THE NEW YORK TIMES BOOK REVIEW, per Year, (to Canada $1.50).... 1.00
TIMES WEEKLY FINANCIAL REVIEW, per Year, (to Canada $1.50)..... 1.00
To Foreign Addresses—Daily and Sunday, $1.95 per month; Daily, $1.35 per month.
To Canadian Addresses—Daily only, 50c. per month; Daily and Sunday, 90c. per month.

Entered as second-class mail matter.

NEW YORK, MONDAY, APRIL 22, 1912.

MR. ROOSEVELT AND HIS PARTY.

Mr. BRYAN declares that in 1908 he ran against Mr. TAFT in the East and Mr. ROOSEVELT in the West. He feels that he might have triumphed over either alone; their combined strength was too much for him. It is very different now. Mr. ROOSEVELT is running, not with Mr. TAFT, but against him, and with a speed and momentum that will by no means be spent when the nomination is made, whatever that nomination may be, but will exert a continuing and adverse influence upon the Republican Party throughout the campaign. Many experienced politicians believe it will be an influence fatal to success, that Mr. ROOSEVELT in his mad ambition to beat Mr. TAFT has already beaten his party.

It is certain that the Democratic candidate, whoever he may be, will find opposed to him a party, not united as has been its wont, but divided and torn asunder by Mr. ROOSEVELT'S great personal influence and by the incoherent, half-formed, and not altogether intelligible "progressive" ideas of which he has promoted the spread and which he readily converts into support and delegates. The East in the main rejects the Colonel and his revolutionary ideas. Out West he and they find greater favor and wider acceptance. As in 1908, Mr. ROOSEVELT is "running" chiefly in the West.

Only a calamity more immediate and nearer to the hearts of men if not actually greater than that which he plans to inflict upon the country could have kept Mr. ROOSEVELT out of the newspapers as he has been kept out during the past week. But while the public mind has been occupied almost exclusively with the heartrending stories of the Titanic wreck, he has been devoting all his energies to his campaign for delegates, and he has made progress. To Illinois and Pennsylvania he is now able to add Nebraska, Oregon, and West Virginia. He has now 194 delegates instructed for him or favorable to his nomination. He will have, in addition, the six delegates at large from West Virginia, where six instead of four are chosen by the State Convention because the Congressional districts have not yet been reapportioned. He may, of course, get most or all of the ten district delegates from West Virginia, but leaving them out of the account Mr. ROOSEVELT now has an even 200 delegates. Mr. Taft has 388. He has to secure but 152 more delegates to get a majority of the Chicago Convention; Mr. ROOSEVELT must secure 340 to get a majority.

It is hardly to be considered a political possibility that out of the 448 delegates yet to be chosen as many as 340 will go into the Roosevelt column. The Taft managers are said to be apprehensive about Massachusetts, once a perfectly well-behaved Republican State, but in recent years given to strange antics. We see no reason for anxiety in that quarter. Connecticut has just chosen 14 Taft delegates, and that State forms with the Bay State practically a homogeneous community, moved by like sentiments and entertaining like political convictions. The 36 Massachusetts delegates may safely be credited to President TAFT. He is to make speeches there this week, and may give the voters and the Colonel something to think about.

Since Mr. ROOSEVELT cannot be nominated it would be profitless to speculate at any length upon what would happen to him if he were nominated. Defeat would happen to him, for one thing. The widespread opposition to a third term, distrust of Mr. ROOSEVELT'S policies and principles, of his sincerity and his prudence, and the deep resentment provoked by his flagrant unfairness toward and his despicable attacks upon Mr. TAFT, these three sentiments alone would suffice to defeat him, these would move multitudes of Republicans to the resolve that he should never again be President, and to the action that would prevent it. And every man of affairs who had sense enough to foresee the business alarms and calamities that would beset the country if he were elected would vote against him. Those States which make up what we call the Solid South have 139 votes in the Electoral College. There are nine States of the North, with 100 Electoral votes that would almost certainly be lost to the Republicans if Mr. ROOSEVELT were their candidate. In the Electoral College to be chosen this year 266 votes will constitute a majority. These Northern States and the South together have 281 Electors.

All that lies beyond the pale of actuality. It is of greater interest to inquire as to the probable effect Mr. ROOSEVELT'S labors as the apostle of delusion and confusion will have upon the fortunes of any Republican candidate other than himself. The peril he has conjured up cannot be averted by any compromise candidacy. If Mr. TAFT cannot be elected by the Republicans they can hardly hope for real union upon any other nominee forced upon them by the Colonel's mutinous rage. But if Mr. TAFT is named, and he doubtless will be named, will Mr. ROOSEVELT sulk, or will he openly betray? It is not to be expected that he will give sincere and zealous support. He has burned too many bridges for that. Even if he should personally give aid in the campaign, the dissents and apostasies he has caused will have to be reckoned with, that form of delusion which those possessed by it call progressivism will persist, and it will be beyond the Colonel's power to cure or restrain it. He has let loose within his own party devils enough to entitle him to the heartfelt gratitude of the Democratic Party. Much will depend upon the choice made at the Baltimore Convention, something upon the state of the country's trade. A return of prosperity before the election will help the Republicans just as the persistence of dull conditions will help the Democrats. But if the Republican Party loses in the contest, the responsibility for its defeat will be fixed by acclamation upon THEODORE ROOSEVELT. And if Mr. TAFT is the defeated candidate the Colonel will boast of his achievement.

THE MEMORIAL SERVICES.

Memorial services for the dead of the Titanic were held yesterday in all the churches of all denominations. From many pulpits the heroism of the men who met their fate with steadfast devotion to duty, sacrificing themselves for the lives of others, was sincerely extolled. Relatives of and dependents upon many of the victims found the consolation only religion can give in these services. The synagogues on Saturday had already held services especially in memory of the Jews who bravely went down with the ship, including ISIDOR STRAUS and his devoted wife and BENJAMIN GUGGENHEIM, but comprehending in the general tribute all who had perished, regardless of creed.

Cardinal FARLEY officiated in the impressive service at St. Patrick's Cathedral, while the Rev. Dr. MANNING, rector of Trinity Parish, made the disaster and its lesson the subject of his discourse at old Trinity. In the Protestant Episcopal Cathedral of St. John the Divine, Bishop GREER conducted the solemn ceremonies and preached the sermon. In all Catholic and Protestant churches the services were of the same memorial character. The churches were all crowded, and the congregations in many were obviously deeply affected. No great calamity in many years has so strongly aroused the public sympathy. In most of the churches and synagogues the tone of comment naturally differed from that heard in the highways. Invective and denunciation were generally avoided. The fate that none can escape had come quickly, and with but an hour's warning, to 1,500 persons of many religious convictions, or none, and that so many of them met it with unflinching courage, with the calmness of perfect submission, and hope inspired by faith, is the only consolation left for their survivors, but it is much, and is helpful to us all. This was the thought that inspired Dr. MANNING'S eloquent sermon, and so many of the others. For the rest, the ceremonial of the churches sufficed. As Bishop GREER said: "It is impossible to voice, with adequate expression that sense of grief and loss which is to-day so widely and profoundly felt."

MISS PANKHURST'S SILLY TALK.

"Only a matter of rule" Miss SYLVIA PANKHURST says of the rescue of most of the women on the Titanic, of all, so far as we know, who did not refuse to be saved; "only a matter of rule" and "there is no special chivalry attached to it." Men of much use to the world perished in that catastrophe because their inherent chivalry compelled them to give way to women. But Miss PANKHURST is impudent enough to withhold credit for them. She wants to vote, she wants a voice in public affairs, she wants to hold public office, but she also wants a safe place in a lifeboat at the cost of a useful man's life if she happens to be in a wreck, and she wants nothing to be said about chivalry afterward.

What do the women survivors of the Titanic think of Miss PANKHURST and her views? What do they think of her coadjutor, Mrs. MANSEL, who declares that "the new woman would rather be without exceptional treatment"? Naturally, the British National Union of Women's Suffrage Societies is alarmed. It announces to the public its regret "that certain Suffragists should have made the Titanic disaster a field of controversy." But "certain Suffragists" when they are not invading the vestibules of legislatures, bullying politicians, or smashing windows, will continue to talk arrant and often wicked nonsense. Miss PANKHURST and her set had already hurt the cause for which they think they are laboring. Now they have given it another setback.

HOPE FOR STREET-CAR TRANSFERS

Gov. DIX'S veto of the universal transfer bill opens the door to hope for some practicable betterment of the situation regarding a matter close to the daily convenience of so many people. At the hearing it was explicitly stated by counsel for the railways that they had hopes of agreeing with the Commission on a system satisfactory to the public and not detrimental to the railways, and that there would be no more obstructive opposition to action on that basis. The resistance of the companies was to the form of the order, and not to giving such transfers as they reasonably could. The objection to the order was the same as to the two-cent fare bill which Gov. HUGHES vetoed. It was a regulation of a sort which was defective both in excess of quantity and excess of zeal. The Commission was so eager to please the public that it neglected the interests of the railways, which it is its duty to protect as well as to regulate.

Gov. DIX'S veto might have been written by Gov. HUGHES. The matter had been committed to the care of the Commission, and was under consideration by the courts. In such a case the Legislature ought not to intervene. If the action of the Commission is correct the courts will so decide, and if it is incorrect the bill ought not to be passed or signed. The point is so plain that the check to the agitators in this manner is wholesome. On the other hand, it behooves the railways to make good use of the interval accorded to them lest the fate they fear shall befall them beyond evasion. What they can afford to do they will be prudent to do graciously and promptly. Certainly they ought to do what they can do with profit, and they themselves have said that there are transfers which would be to their advantage. The people ought to get such at once. Otherwise a larger measure of concession is likely to be prescribed in form made proof against the objections which thus far have nullified action.

THE TITANIC'S MUSICIANS.

At last we know more about those brave fellows, the Titanic's musicians, who in their firm belief in the power of music to avert or allay panic kept at their appointed task until almost the last moment, if not, indeed, until the all-engulfing wave swept over the wreck. HARTLEY was the bandmaster, or leader of the orchestra, and he had seven associates, including JOHN, or "Jock," HUME, a violinist, who had been in the White Star service for many years. HUME was a young Scot of musical ancestry, a lighthearted but ambitious fellow, who was to have been married after the return of the Titanic to England. The others were TAYLOR, pianist; FRED CLARK, bass viol player; WOODWARD, 'cellist, BRAILEY, KRINS, and BREICOUX.

Mr. HARTLEY, the leader, was held in high esteem by all who knew him as a man of great presence of mind. The music they played on the sinking ship does not so much matter. It is the custom of the hour among the musically uninformed to call all lively airs "rag time." Probably they started with the liveliest airs they knew, changing to the hymn associated with the tune called "Autumn"—

> Hold me up in mighty waters,
> Keep my eye on things above,

when the end seemed near. They were as brave men as any in that splendid and immortal company, and it is a privilege to know their names and be able to set them down in type. They served to the last, and we are not to doubt that their service was effective, that they cheered drooping spirits, and helped many of their comrades in disaster to meet their fate nobly.

THE PLAGUE OF PROMOTION.

We find in The Educational Review a terse and persuasive article by D. E. PHILLIPS, an educator of Denver, Col. It pleads the case of "The Child versus Promotion Machinery." The author defines his ideal of the progress of a pupil through the school system as follows:

> Finally, I must maintain that each child should, at all times, be at work in the grade and in the subjects that he can get the most out of without regard to what he knows or does not know about studies behind him, and without regard to how much more or less he knows than other pupils.

The doctrine is not novel. It was clearly held by responsible teachers as much as thirty years ago. It has made advancement in practice in some of the Western towns, and has been found quite within the range of fairly good teachers. But in the East, and especially in the cities with school systems at once very extensive and yet not adequate, it has not been adopted. On the contrary, the most general plan is that of marking for the regular recitations, then framing a set of questions covering the ground anew, marking for these, and on the average resulting basing the promotion or refusal to promote. This plan is not without certain advantages. It permits and seeks the regular and uniform advance of the average scholar along a common road at a pretty uniform rate, and thus leaves room in the lower grades for the crowds that inevitably press upon them. But it is obvious that the plan is a mechanical one, and that it excludes from any real consideration the differing aptitudes, tempers, and ambitions of the scholars. It tends to make the capable and earnest lag in their course, lose time, lose opportunity, and incur the risk of acquiring habits of indifference and sloth. It deprives them of the priceless influence of active and successful effort just within the range of their capacity.

For the "backward" pupil the outcome is still worse. He is pressed beyond his power, and if he fail to deserve the marks needed to promote him, he often receives them and is promoted simply because his place is so sorely needed. Once promoted it is no easier for him to keep up with his grade than before, and he goes through his course, or so much of it as he stays to take, a dull, discouraged, tormented, and, in effect, a stunted child. He leaves school no better, but often worse, fitted for the work of life than when he entered it. Of course a reform of this plan is difficult, but the difficulties are in the teachers rather than in the plan or in the pupils. Mr. PHILLIPS, in investigating this matter, found about 150 teachers preaching and practicing the doctrine defined at the outset of this article. Here are a few examples of the replies from this class of teachers:

> The old system is vicious, and has literally slain its thousands. Bright girls have been held for all the work of a grade because the teacher's recitation book and examinations only totaled 64 per cent. instead of 65, perhaps in a single branch, perhaps arithmetic. This is the only question I ask any teacher to decide: Has the pupil power to do the work of the next class or subject? If so, let him do it and do it now. For twenty-one years I have had no system. Systematized promotions tend to defeat our end—to advance the child according to his capacity. A hundred or more promotions have been made already this year, and only in two or three cases did we make a mistake. They are easily corrected.

Again, with reference to practicability:

> A Principal who for many years has run a large school has demonstrated the falsity of the claim of necessity for grades and stated examinations, the absolute falsity of the repeated statements that a school run under flexible conditions costs more, that promotion by subjects in the grades will not work, writes me as follows: "Pupils are promoted from class to class and from grade to grade at any and all times; so soon as a pupil is discovered who can do, or should be doing, more work, no matter what the grade, if the physical condition permits extra effort, he is advanced."

There is one element in this plan, excellent as it is in its aim, that calls for a word of caution. Promotion of a child without regard to what he knows or does not know about "studies behind him" may involve serious carelessness. It is extremely important that the child should be confined to subjects of real value and that he should know them well enough to carry them with him. "Studies behind him" is a phrase tinged with mischief. If he has not got "the most" from them it would be better that he stick to them. But this is only a possible defect in Mr. PHILLIPS'S plan, and may be one in statement rather than in substance.

The widowed and fatherless by the Titanic wreck may be encouraged to hope that the bodies of the drowned husbands and fathers may yet be recovered, to receive burial with holy rites. The Mackay-Bennett cable steamer was informed by wireless yesterday from the steamship Rhein that with the floating wreckage human bodies have been seen. Last night the news was received by wireless that sixty-four unidentifiable bodies had been recovered, and recommitted, with services, to the sea. There will be appreciable comfort in this news for many families. Of course hopes of recovery should not be too strongly held. It is altogether likely that the bodies of many victims of the collision will not rise to the surface of the ocean. But the faint hope held out of recovery and identification will be worth having.

TOPICS OF THE TIMES.

A Criticism Without Foundation.

There were occasionally to be heard in the last few days critical remarks on the amount of space devoted by the newspapers to stories about people on the Titanic whose prominence or eminence above the others was due largely or wholly to their greater wealth. That there have been a few excuses for criticism of this sort could hardly be denied, but as a rule these rich folk were exactly those whom everybody on the steamer knew, at least by sight—exactly those whose conduct their fellow-voyagers noticed, remembered, and talked about to the reporters as soon as personal experiences had been narrated.

And surely in none of the newspaper presentations of what happened has there been manifested any disinclination to give even the humblest or poorest passenger on board a chance to tell what he saw and to tell what he thought about it. Stokers have been questioned no less industriously than the millionaires—stewards and immigrants as eagerly as ladies of fashion.

Whoever would could have noticed, too, that, judged by standards no matter how severe, the notabilities of the first cabin stood comparison with the previously unknown people. Not all of them, indeed, made remarkable exhibitions of heroism and self-sacrifice, but a good many of them did just that thing and gave convincing proof that they had greatness of soul and heart as well as of purse. It can be truthfully said, and perhaps in fairness it should be said, that as a class these rich people were as calm, as courageous, and as considerate of others as any passengers on board.

Moreover, were anybody to measure the space which the doings of the rich took in the papers it would be found to be only a small fraction of the enormous whole given, and very properly given, to the loss of the Titanic. The fact is that the cynical critics who express a contrary opinion themselves are doing precisely what they are charging the newspapers with doing, and, by raising this issue, they convict themselves of the snobbishness charged against the press. Did they not read about the millionaires with a keener interest than about other people they would know that discrimination in favor of the rich has been made ashore no more than on the ship—which was not at all.

Disappearance of an Impossibility.

Talk about the "impossibility" of carrying on the big liners more lifeboats than the companies hitherto considered sufficient has ceased since the story of the Titanic revealed how dreadful may be the need to multiply the number by at least four. The men who determine the matter are already promising immediately to equip their vessels with boats enough to carry, in case of accident, every person on board. They are doing this, too, in spite of the fact that a prompt abandonment of the route where ice may be encountered has taken away one of the two contingencies—collision with another ship is the second—that in anything like probability will ever compel putting a modern steamship's passengers and crew into small boats.

Of course there never was any impossibility of the kind mentioned—there was only reluctance to sacrifice, even for the sake of added safety, space which could be devoted to certain magnificences, luxuries, and conveniences. The Titanic, without any structural changes whatever, could have carried fifty or more boats instead of twenty, and we now know that her builders, in the expectation that she might soon be forced by new laws to do this, provided her with davits, each of which could handle four boats instead of one. But they waited for the law to be passed.

Other devices can easily be imagined by which a still larger increase would be practicable. The "nesting" of boats, as is done in the fishing schooners, has been suggested, and mechanism for bringing them to the ship's side from far within her hull could be invented without any strain on human ingenuity. As we have said, however, it is even more desirable to decrease the need for boats than to increase their number. Passengers want to be landed at their destination, not to be set afloat in precarious cockle shells far from shore. As an adventure that is fine—in a novel—but it has no other attractions.

A Practice as Bad as Common.

Surprise as well as grief is expressed by The New York Medical Journal at the recent disclosure through expert investigation of the fact that "fee splitting" between physicians and surgeons is by no means confined to a few parts of the country or to the part of the profession which is of known disreputability. This practice, which is nothing less, at least, in tendency always and in actuality often, than the selling of patients to the highest bidder, is widespread—so widespread that a few doctors now have the audacity to make public defense of it by means of such wretched arguments as that the doctor, if the surgeon does not divide with him, will not be adequately remunerated for the services he renders.

With that and other like pleas The Medical Journal has no patience. It insists, however, that, though fee splitting may be common, it is not countenanced or indulged in by anything like a majority of doctors anywhere. What it suggests is that through the medical press the whole medical profession be convinced that fee splitting is immoral, dishonest, and degrading alike to surgeon and doctor.

Efforts thus limited, one may fear, will not bring immediate or great success. The question is one of vital concern to the public, and it therefore deserves public discussion. Laymen are quite competent to see how and why the secret division of fees—and it invariably is and must be secret—should be condemned as a detestable and dangerous abuse which it would be no great exaggeration to call a crime.

THE DIVIDED CREW.

Unfamiliarity with Ship and Each Other as a Cause.

To the Editor of The New York Times:

Marvelous work was done by you and your employes in the way of editorials and reports on the Titanic horror. I wanted to mail several copies of THE TIMES of the 19th, describing the Carpathia's arrival the night before, to friends abroad by yesterday's steamer. Anticipating a large demand, I sent a servant out to buy them as early as 7:30 Friday morning. He was gone a long time, and on his return said he had been to seven newsstands, all of which had sold out all their copies of THE TIMES, and finally he went to your office to obtain the papers I wanted.

As I understand, it is now conceded that four causes contributed to the loss of the Titanic and consequent slaughter: First, running the ship at speed into ice fields, of the presence of which the Captain had been fully warned; second, scarcity of lifeboats; third, mismanagement after the collision by the ship's too few officers; fourth, cowardice of the crew, about 25 per cent. of whose lives were saved.

There seems to me possibly a fifth cause, comment on which, if any, by the press has escaped me. I refer to the lack of homogeneousness, knowledge of, and confidence in each other, which must have existed in her officers and crew of nearly nine hundred men. The Titanic left her builders' yard in Belfast April 1. After a trial trip she started on her maiden voyage April 10. How was it possible for a company of upward of 800 men in such a short time to settle down, to become familiar with such an enormous vessel, to have faith in their officers, to thoroughly understand their duties and stations when danger came?

Capt. Bartlett of the Cedric told a friend of mine crossing with him last May that there was not an officer on board who had ever been with him before because so many had been drafted to man the Olympic. I do not know the facts, but perhaps Capt. Smith's subalterns were practically strangers to him and to each other. And, by the way, I have noticed no report of what he did between the collision and the foundering.

ROBERT SEDGWICK.

New York, April 20, 1912.

THE LAW OF THE SEA.

"Families First," Is Suggested as an Amendment.

To the Editor of The New York Times:

Is this memorable law of the sea a wise one in a calamity like the one we have just passed through?

What means of existence have these women who are foreigners? They left their husbands and fathers in the open sea to perish, while they are thrown on the mercy of the world. Again, we cannot conceive the untold agony of mind which they were compelled to endure to sail away to life, leaving their loved ones to die.

Why not give away to the natural law of chivalry and "families first" be the universal cry and then "women next"? Man is the producer, not the woman, and the man with his family should be given first consideration.

We cannot but admire these gallant men. But they should have been compelled to go with their wives and families for their protection and support, and those who have no family resting on them for maintenance should have given up their lives that these might be saved.

ALFRED B. MONTGOMERY.

Philadelphia, April 20, 1912.

MR. AND MRS. ISIDOR STRAUS.

The Leadership of Mr. Straus—Mrs. Straus's Varied Interests.

To the Editor of The New York Times:

The picture of Mr. and Mrs. Isidor Straus as they stood on the deck of the ship, she clinging to his arm and patting it, smiling in the face of death, was but the picture of the whole life of these two devoted people. I first met them twenty years ago at the Chicago Exposition, and have seen them at intervals since. The first impression of Mrs. Straus was that of a quiet, intellectual woman of poise, but as time went on one felt in her a remarkable union of sweetness and power. She was a tower of strength to her husband, and always encouraging those about her.

She was the mother of six children, three sons and three daughters. Interested in educational matters, her children were stimulated to work along those lines. Her sons were all graduates of Harvard, and her daughters also went to college. Her educational interests were not confined to the larger and more successful colleges, however. At the College of the City of New York her fine, thoughtful face could be seen at most of its occasions, her heart always being open to the less successful (financially) of her own people.

Her philanthropies were numerous and quietly bestowed. Besides the Educational Alliance, largely built and manned by her husband, she would go miles to smaller occasions uptown in Brooklyn, twelve or fifteen miles distant from her home on Broadway at 106th Street. That spacious, old-fashioned wooden house with grounds all about it is about the last of its class in New York. Valuable from the first, it had become almost invaluable as time went on and great apartments lifted their heads all about. But because they loved it they remained in it. When the necessity for a new stable was felt one was built at one side, almost in front of the house. It was finer than the house itself, but they loved their old home, and they remained.

Her hospitality was marked by generosity and elegance rather than by great elaboration. At her board one met with the finest minds of the day, people interested in the things which stand for progress, both Jew and Gentile. A friend who was going there to dinner, and knowing them to be people of prosperity, said afterward: "I put on my finest gown and every jewel I possessed, to adorn the occasion. My hostess came forward in a soft black dress, wearing a string of small pearls around her neck and a tiny, old-fashioned pin which breathed of the past."

With her strong sense of duty, I feel that Mrs. Straus, had her children been very young, or poor, or crippled, would have said at the last, in that same calm spirit that possessed her: "Isidor, the children need me, so I will go." That not being the situation, she smilingly chose what seemed to her the better part. A great loss—of a great soul.

Mr. Oscar Straus, our well-known Cabinet officer and Ambassador, the brother of Isidor Straus, said to a friend years ago: "People think that I am the intellectual member of the family; they are mistaken. I had more opportunities and perhaps have a little more literary expression, but Isidor is the real intellectual force in our family."

On the death of the father of these men the rest of the family took Isidor, the oldest brother, for their leader, not only the sons, but the son's wives and their children, in the true patriarchal spirit. All of the Straus men, being rather masterful and having different public interests, they could not always agree, but in the last solution they always came together as a family—a great example of family unity, on which the laws of nations are built.

Adieu, Mr. and Mrs. Straus! No, not God be with you—but God is with you! May your tribe increase!

VIRGINIA BROOKS McKELWAY.

Brooklyn, April 21, 1912.

WOMEN AND DISASTER.

Fallacy of Equality of the Sexes Theory Proved, Says Mr. Stimson.

To the Editor of The New York Times:

If some of the women who are seeking to lead public opinion had a little broader view they would talk very differently about "the women first." Suppose this had not been the rule on the Titanic. Suppose there had been again the scenes which occurred on certain other steamers when the men fought for places in the boats, even to the swamping of them, and when the crew stabbed and slashed right and left, and no woman had a chance. What a cry of shame and horror would have gone up everywhere! Why the difference?

These good women seem to forget that the beast still lurks in the nature of every man, and, with all due respect, of every woman, too, and that the weighty business of life is to keep him chained and by the grace of God eventually to get rid of him. We all need each other's help. Civilization has taught us that respect and consideration for women are powerful forces in this direction, and place aux dames has become the rule, both of honor and of advancing manhood. It has carried woman upward as well as man.

Heaven help us when we drop to the level of only the fiercest of savage beasts of fighting for supremacy with the female of our kind, or when the female refuses her distinction and enters the melee. These ladies should heed the words of Mrs. William Force Scott, who went to the heart of the matter, when, in a recent address, she said: "We are glad to have our husbands support us and protect us and be courteous to us, because it is good for the men." And because it is good for the men it is good for the women.

If the women only realized this they would talk differently and act very differently in many situations. The growing discourtesy in the crowds in the Subway and the street cars, the jamming and elbowing and indifference to personal contact of the women as well as the men, the silent assertion of "right" and force, all mark the retrogression and the peril. And now in an hour when men are reverently ready to take off their hats to the memory of the men, sailors, officers, and passengers of the Titanic for their noble manhood—for so we would all gladly be permitted to call it—and credit it to that better nature which we fain would believe yet survives in varying degree in us all, these ladies, with lightly considered speech, would urge women to refuse to take the position and accept the respectful courtesy which in an hour of peril would save them and, at the same time, save all that is best worth saving in the men by their side. Heaven forgive them, and open their eyes.

HENRY A. STIMSON,
Manhattan Congregational Church.

New York, April 20, 1912.

SEAMEN NEGLECTED.

Attention Called to Destitute Condition of Titanic Crew.

To the Editor of The New York Times:

As an ex-follower of the sea I beg to call the attention of one of the city's greatest news mediums to the fact that I have counted to-night in the concert hall of the Seaman's Institute over a hundred of the crew of the Titanic, stewards, seamen, &c., who are entirely destitute, not even having a change of clothing, whose coats are still damp on their backs, and to whom the secretary and missionaries of this place, with limited means at their command, are trying to and are ministering. They have been given a complete outfit of clothing.

Surely a small part of the thousands contributed for and distributed to the third-class passengers, a class who I know carry their money on their persons, in belts and otherwise, might have been set aside to alleviate the immediate and urgent distress of these seamen, many if not all of whom manned the lifeboats.

AN EX-PURSER.

New York, April 20, 1912.

Proposes Sea Safety Society.

To the Editor of The New York Times:

I would suggest that the survivors give effect to their feelings by forming a society for the protection of life at sea. Such a movement, properly organized would be an undying tribute to the heroes of the wreck.

L. M. HOOPER, C. E.

Rutherford, N. J., April 19, 1912.

FRENCH COMMITTEE BRINGING RODIN BUST

Sculptor's "La France" Now on Its Way Here on the New Liner of That Name.

NOTED MEN IN DELEGATION

Rodin's Work to be Placed at Crown Point, Lake Champlain—Many Festivities Planned.

The liner La France, now on her maiden voyage to the United States, has on board Rodin's bust, "La France," which will be presented to the United States by the French people at a dinner here n May 1 by the Lake Champlain Association and the Ter-Centenary Commissions of New York and Vermont, plans for which were announced yesterday.

The bust is in charge of a committee of distinguished Frenchmen. It will be placed at the base of the Champlain Memorial Lighthouse, now in course of construction at Crown Point, on Lake Champlain, under the joint auspices of New York and Vermont. The celebration will be the latest of a series in the United States and Canada in the last five years commemorative of the discoveries of one of France's most distinguished voyagers three hundred years ago.

The Presentation Committee will visit America under the auspices of the Comite France-Amérique of Paris. The Chairman is Gabriel Hanotaux, and the other members are the Vicomte de Chambrun, representing M. Poincare, the French Premier; Rene Bazin, Etienne Lamy, Fernand Cormon, the Marquis de Rochambeau, M. Louis Barthou, Baron d'Estournelles de Constant, Gen. Lebon, Vidal de Lablache, Leon Barthou, J. Dal Piaz, the Duc de Choiseul, M. Girard and M. Blériot, the aviator.

The presentation of the bust will take place at the dinner May 1, and President Taft or a member of his Cabinet, M. Jusserand, the French Ambassador; Gov. Dix, the Governor of Vermont, and Mayor Gaynor will be among the guests. Dr. John H. Finley, President of City College, will preside. All the French and patriotic societies will be represented.

The French visitors will leave for France on May 9. The day after their arrival, April 27, the New York Comite France-Amérique and the French institute in America will give them a luncheon at the Metropolitan Club. That evening they will proceed to Washington, and on the following day M. Jusserand will entertain them at dinner at the French Embassy. On April 29 they will be the guests of President Taft at a dinner at the White House. They will then return to New York.

On the afternoon of April 30 they will be guests at a reception at Columbia University, and that evening there will be a dinner on board the liner La France. A reception will be given that day by the Society of the Cincinnati at the home of Charles B. Alexander, 2 West Fifty-eighth Street.

For May 2 a luncheon and reception have been arranged by the Chamber of Commerce, after which the committee will visit the financial district, accompanied by a committee headed by J. P. Morgan, Jr. The next day the visitors will proceed to Fort Ticonderoga, where they will examine the work, now under way, of restoring fortifications and buildings. Thence they will proceed to Port Henry. From there they will be conveyed to Crown Point, the site of the Champlain Memorial Lighthouse, where the Rodin bust is to be placed, and will inspect the ruins of Forts St. Frederick and Amherst. Later they will proceed to Montreal and Quebec, and before returning to France will visit Niagara Falls.

Comtesse de Rochambeau, Mme. Blériot, Mlle. Cormon, and Mlle. Girard will accompany the French committee, which will stop at the Vanderbilt Hotel. The arrangements for the dinner are being made by Percival Wilds, 2 Rector Street.

OPENING THE PREVENTORIUM.

Special Train to Carry Prominent New Yorkers to Farmingdale.

More than three hundred physicians, public men, social workers, and people socially prominent have accepted invitations to attend the opening exercises of the $150,000 new home of the Tuberculosis Preventorium for Children at Farmingdale, N. J., next Thursday.

Gov. Wilson of New Jersey, Controller Prendergast, Borough President McAneny, and Dr. Abraham Jacobi of this city, as well as Mayor Imlay of Farmingdale and President Marcus M. Marks of the preventorium will make speeches. Mayor Gaynor may also be among those to speak.

Luncheon will be served on a special train which takes the New York guests to Farmingdale and which leaves the Central Railroad of New Jersey Station at noon.

Among those who have accepted invitations are Mr. and Mrs. Felix M. Warburg, I. N. Seligman, Hamilton Holt, Mr. and Mrs. Adolph Lewisohn, Mrs. Helen Ingram, Dr. Henry M. Leipziger, Health Commissioner Ernst J. Lederle, Dr. Willy Meyer, Leo Plaut, Arthur Brisbane, Dr. and Mrs. Herman M. Biggs, Dr. and Mrs. H. Holbrook Curtis, Mrs. A. F. Dwight, Miss M. Bruere, Miss Frances Black, and Dr. Lee K. Frankel.

This personal letter from President Taft was received recently by Marcus M. Marks, President of the preventorium:

> The White House, Washington.
>
> My Dear Mr. Marks: I should like to attend the dedication of the new buildings of your Tuberculosis Preventorium for Children at Farmingdale, N. J., and testify to my deep interest in the immensely important work which your organization is doing in preventing tuberculosis in children.
>
> It is a work which it would be well to undertake in ever community. I congatulate you and your fellow-workers on what you have accomplished, and wish for your greater opportunity and even greater success in the future.
>
> I am sorry I cannot be present. Sincerely yours, WILLIAM H. TAFT.
>
> Marcus M. Marks, Esq., President Tuberculosis Preventorium for Children, New York City.

Dr. D. C. English of New Brunswick, N. J., wrote: "I believe the preventorium to be the wisest and best practical method of warfare in the campaign against tuberculosis."

Messages from the Lost.

To the Editor of The New York Times:

I have read the newspaper story that a steward of the Titanic brought a message from Benjamin Guggenheim to his wife. I do not wish to be understood as doubting the truth of the story, but I think those who lost loved ones in the terrible catastrophe should be warned to make careful investigation before accepting such messages as genuine. The same thing occurred after La Bourgogne was lost in 1898. A survivor claimed to have received a message from a victim of the disaster to be delivered to her husband, but after the story was carefully sifted it was clear that it was purely imaginative and the ulterior motive of the "bearer" of the message was apparent.

C.

New York, April 20, 1912.

The English Fund.

To the Editor of The New York Times:

I should like to pay my humble tribute to the splendidly fair and just attitude of THE TIMES on the Titanic disaster. Every Englishman should procure a copy of THE TIMES'S editorials.

After reading and hearing the hysterical outbursts of the amateur master mariners, steamship directors, &c., it's an interesting fact to note that the sum collected in London for the needy survivors and their relatives is five times the amount collected in New York, and that one of a degenerate nobility sent direct to New York a very large sum.

V. STERNROYD.

New York, April 20, 1912.

AMERICAN SINGERS THE BEST LINGUISTS

More Proficient Than Metropolitan's Foreign Artists, Says Clarence Whitehill.

REWARD FOR STUDY ORDEAL

Noted Baritone Doesn't Believe Operas Should Be Sung in English Translations.

Clarence Whitehill, the American baritone, who has sung at the Metropolitan Opera House and who at present is a member of the Chicago-Philadelphia company, says that during his professional life he has passed through three ordeals. The first was the singing of the part of Mephistopheles in English, the second his first appearance in oratorio after he had sung in opera, and the third his first New York song recital.

"I had been singing abroad for some time," said Mr. Whitehill a few days ago to a TIMES reporter, "when I was placed under contract by Savage to return to this country to sing in the English opera company which he and Grau had organized for the Metropolitan Opera House. I also was offered a position in Nice, but as the salary did not cover the cost of my costumes I decided to return to America. I cannot quite tell how nervous I was when I sang Faust in English. After the third act, in fact, I had worn myself out and had no voice left.

"A similar experience awaited me, although I did not lose my voice on that occasion, when I first sang oratorio after singing in opera. Of course, before I went abroad I had sung in Chicago churches, and then I had sung 'The Messiah,' but after an experience of opera which covered several years, I found that oratorio was a thing apart. During my first season at the Metropolitan I had no chance to appear anywhere else, but my second season after my return to America I was engaged to sing in 'Elijah' with the Oratorio Society. Getting up to sing without costume or make-up was a tremendous ordeal, and I was especially flustered by the fact that I held the book in my hands. I wanted to wave my arms, to act, to do anything.

Nervous Without His Wig.

"I find, by the way, that make-up and a wig give one great confidence in one's self. A stage experience nowadays, in fact, does not make me nervous. This season, however, I sang Petrone in 'Quo Vadis' with my own hair, and I found difficulty as a consequence in adjusting myself to the part. When I sing Petrone again I shall certainly wear a wig.

"My third ordeal was when I gave my New York song recital. It is bad enough to stand before an audience alone and natural when you are used to footlights, scenery, orchestra, make-up, costumes and companions, but it is not only that. In a recital you are obliged to get into the mood of each song, to make each one a separate entity, although it is true I have been to many song recitals where the singer used the same mood, the same amount of temperament, and the same amount of voice for each song."

"What do you think are an American singer's chances in opera just now?" asked the reporter.

"I think that the objection to American singers is growing less each year," answered Mr. Whitehill. "Hitherto, as a matter of fact, the American singer has only been accepted when he has made very good. Then he is welcomed. It is true that the American public is only too anxious to applaud American talent and genius when it exists, but the public here is not chauvinistic, like the French public, for instance.

"The result is that the American hears better opera than any other public in the world. Americans wish to hear opera in the language in which it was written and they want to hear it sung as well as possible. They don't care whether the singers are Poles, Italians, Czechs, or Americans. As a matter of fact, they have heard great singers from all of these nations. But they do want to hear works well sung.

Americans' Hard Task.

"Now, American singers have made an enviable name for themselves. Many of them have had notable successes in many nations. And there is a good reason for this, besides the fact that in many instances they have possessed superior voices. An American singer is obliged to go abroad for his experience and he must pass through much before he becomes successful. He is obliged to learn languages at first, and so you will find that the American singers at the Metropolitan Opera House are more proficient linguists than any of the other singers, and consequently more useful. Olive Fremstad or Geraldine Farrar can sing in any of the operatic languages. So can Riccardo Martin, Putnam Griswold, and many others. This is true of some foreign singers, but to a less degree.

"Now, this is a great factor in the success of the American singer, and one that should not be overlooked. I believe in English opera, when operas are written in that language, but I don't believe in translations. During the Norfolk festival last Summer Prof. Horatio Parker gave one of the best reasons why opera in English is not a good thing for the singer. He was talking at a dinner at Mr. Stoeckel's house, but the remark is worth repeating. He said that if opera here could be given in English the singers could be engaged much more cheaply. That is undoubtedly true. It would be possible to engage singers with no stage experience, no knowledge of languages, in fact, none of the things that make the American singers at the Metropolitan Opera House as great as their foreign comrades, for little money.

"I sang, by the way, in one of the first operas with an American subject—if one puts aside Verdi's 'Masked Ball,' which, of course, isn't American at all, but was made so at the eleventh hour to appease the Italian authorities who didn't at all object to Italian political treasons being committed in Boston. I refer to 'Koanga,' by Frederick Delius, which Hans Gregor, now the director of the Vienna Opera, produced when I was singing at Elberfeld.

Opera Laid in America.

"The scene is laid in America—you know that Delius for some time lived in Florida—and the leading character, the title part, is an African King brought here as a slave. I sang this part, which was extraordinary in its range, written for everybody from a tenor to a bass. At the beginning it called for several F sharps, for instance. I told Delius that I couldn't sing the part as it was written, and he changed it somewhat. It is an extremely interesting work, and one that might have much success in this country. Beecham thought of doing it in London, but he had so many other things up his sleeve that he finally gave up this project.

"It is a strange fact that although for the first five years of my career I sang only in Paris, I have been known principally in this country as a German baritone. That is because after I returned to Europe, after singing with Savage, I sang in Baireuth and subsequently in other German theatres.

"I made my début in Brussels, however, and after that I sang at the Opéra Comique, in Paris. During my season at the Opéra Comique I sang only one opera, 'Lakmé,' but I sang in that twenty times, and I must have had as many as thirty rehearsals. That is the reason for the artistic standing of that theatre. Carre never neglects a detail. Any répertoire opera at the Opéra Comique is rehearsed as many times as anything else. And you will find that any singer who has appeared at the Opéra Comique knows the roles that he has sung there upside down.

"I have also sung 'Das Rheingold' in Paris in concert form with the Lamoureux Orchestra, and later at the Opera Wolfram and Wotan in French. In fact, learning parts in different languages has been one of my tasks. Mephistopheles I have sung in French, German, English, and finally last season in London with Beecham in Italian. I have already appeared in the Ring at Covent Garden in English, and soon I am to sing Wotan in English in concert form at Bristol.

"My Italian rôles I have mostly sung in German, although I know several Italian rôles in the original language. All of which is personal testimony which may be regarded as valuable evidence in the estimate of the worth of the American singer, because my experience along these lines is not unusual. Mme. Eames, Mme. Nordica, and many others have had similar experiences in their careers."

MISS COTTLOW'S RECITAL.

A Young Pianist in an Unconventional Programme.

Miss Augusta Cottlow some years ago was brought before the public as an infant prodigy. She now reappears in New York with claims to being a pianist of matured powers, to be listened to, not as a wonder, but as an artist dispensing musical enjoyment. Miss Cottlow, like very many other precocious ones, has not wholly carried out the promises of her precocity. There were agreeable qualities in her performance yesterday afternoon in the Belasco Theatre, and there was evident interest in it on the part of a friendly audience. Miss Cottlow is a serious and painstaking player, and clearly approaches what she undertakes with sincerity of purpose. But, with all this, her playing does not offer much to stimulate the imagination or rouse the emotions strongly.

Miss Cottlow played a free transcription and elaboration by Busoni of the chaconne from Bach's D minor solo violin suite; Chopin's B major nocturne and his fantaisie, Opus 49; MacDowell's "Norse" sonata, Opus 57, and pieces by Debussy, Rachmaninoff, and Liapouhoff. The list was at least not hackneyed. In Chopin's music Miss Cottlow hardly penetrated deeply below the surface, nor in the chaconne by Bach did she wholly appreciate the true style of the work nor feel its musical significance, apart from the factitious brilliancy that Mr. Busoni's derangement has given it. It is, perhaps, one of the most deplorable of all the thunderous piano pieces that virtuosos have erected upon the ruins of Bach. It sounds greater on the four strings of the violin than in all the sonorities that Mr. Busoni can conjure from the modern pianoforte.

THEATRE FEDERATION PLANS.

Big Entertainment to be Given on May 5 at Wallack's.

At a meeting of the National Federation of Theatre Clubs, held last evening, it was decided to hold a public meeting and give an entertainment at Wallack's Theatre on Sunday evening, May 5. Short addresses will be made by Wilton Lackaye on behalf of the actor, by Augustus Thomas for the dramatist, Daniel Frohman for the manager, and James W. Osborne for the theatregoer. Otis Skinner, Nat C. Goodwin, Walker Whiteside, Edith Wynne Matthison, Thomas A. Wise, and many others will contribute, and there will be an array of musical talent.

Sydney Rosenfeld, the President of the organization, will give a brief outline of its purpose, which concerns itself mainly with the production of original plays, written by native authors, and presented by native actors in trial performances that will enable managers to judge the merit of new works through performances instead of manuscripts.

Admission will be by invitation only, and tickets may be obtained through members of the association.

WALLER IN NEW BILL.

English Actor to Produce W. Somerset Maugham's "The Explorer."

Lewis Waller, who is playing under his own management in "Monsieur Beaucaire" at Daly's Theatre, announced yesterday that he is arranging to give a special production of W. Somerset Maugham's four-act play, "The Explorer," before the end of the season. Mr. Waller produced this play in London about three years ago, but it has never been seen in this country.

The special "star" cast will be headed by Mr. Waller, and others will be Charles Cherry, Constance Collier, Grace Lane, Suzanne Sheldon, Reginald Dane, Malcolm Dunn, and Henry Carville. Mr. Waller is under contract with the author to produce the play in America this season, and had intended giving it at matinees. His plan is now, however, to make it a regular production, if only for a few performances, with the possibility of continuing the production next season.

Wiesenthal to Dance with Mordkin.

The Shuberts have arranged for the joint appearance in America next season of Grete Wiesenthal, the German dancer, who is now at the Winter Garden, and Mikail Mordkin, the famous Russian dancer. They have never danced together, but each is an admirer of the other. Mordkin saw her when she originated the title rôle in "Sumurun" in Berlin, and then proposed a joint starring tour, but at that time Fräulein Wiesenthal's contracts with the Royal Court Theatre would not permit it. Her present American engagement is limited to four weeks.

Schildkraut for Amberg Benefit.

Rudolph Schildkraut, the famous German actor, who has been playing in New York this season, has volunteered to appear at the benefit for Gustav Amberg to be given at the Casino Theatre on Sunday evening, May 5. Lina Abarbanell, the prima donna, has also signified her intention of participating, and Blanche Ring is one of the first of the American stars to offer her assistance.

Umberto Sorrentino Heard.

Umberto Sorrentino, tenor, gave a concert at the Lyceum Theatre last night and was assisted by Mrs. J. Harrison Irvine and V. de Crescenzo, pianists, and Max Jacobs, violinist. Mr. Sorrentino sang several opera airs, including the "Ave" from "Manon," "Ridi, Pagliacci," "E Lucevan le Stelle," and an air from "Mignon," besides several songs in Italian, French and English.

MUSIC NOTES.

The last concert of the Arion Society directed by Julius Lorenz took place last night at the clubhouse, Park Avenue and Fifty-ninth Street. The club was assisted by Efrem Zimbalist, violinist; Mildred Pooter, contralto, and Caroline Hudson-Alexander, soprano.

The Young Men's Symphony Orchestra will give a concert in the Hudson Theatre on Sunday afternoon. The soloists will be Miss Helen Treat, pianist, who will play MacDowell's second concerto, and Messrs. Seligman, Bass, and Goldstein, 'cellists.

Alma Webster Powell, soprano; Betty Askensasy, pianist, and Frederick Vaska, 'cellist, and L. Leitner, pianist, will give a concert of chamber music at the Horace Mann Auditorium at Broadway and 120th Street this afternoon.

A concert devoted to the compositions of Christian Kriens will be given to-night at the Waldorf-Astoria. Those who will appear include Anton Witek, violinist; Vita Witek, pianist; Lee Schulz, 'cellist; Maud Morgan, harpist; Eva Emmett Wycoff, soprano, and the Kriens String Quartet.

THE BRONX

WE want to lend you money on your Bronx real estate. Our special Bronx Committee will pass on the application. It is a Committee that believes in the Bronx. Usual interest rate for improved property is 5%.

TITLE GUARANTEE AND TRUST CO

Capital . . $ 4,375,000
Surplus(all earned) 10,625,000
176 B'way, N. Y. 175 Remsen St., B'klyn.
350 Fulton St., Jamaica.

PLEDGE ACTRESSES TO SUFFRAGE PARADE

Feminine Player Folk Hear Plans for Big Demonstration on May 4.

SEE 39-CENT PARADE HATS

Each of the 10,000 Women Marchers Should Convert 20 Men, Mrs. Blatch Declares.

It was actress parade and tea day at the Woman's Political Union, 46 East Thirty-ninth Street, yesterday and members of the profession were there, some hundreds of them, filling the rooms to their utmost capacity. They drank tea, signed parade slips promising to march in the parade and gazed at the 39-cent parade hats with much interest. One woman had the courage to take one home with her in a big paper bag whose outer appearance spelled unmistakably the words—new Summer hat.

Not all the women with well-known names were there, though hosts of them are on the Actress Committee. Lillian Russell sent a warmly enthusiastic letter saying that she is so much interested in suffrage that she will do all she can to forward the "cause" and that she would be delighted to march in the big parade on May 4 if she were going to be in town. Constance Collier and Mrs. Otis Skinner are others who are enthusiastically interested. Mrs. Thomas Louden, who is to marshal the actresses in line in the procession and who is recruiting them now, was in charge of the meeting and outlined the parade plans to the audience.

The Power of the Stage.

Mrs. Louden then introduced Mrs. Harriot Stanton Blatch as the first speaker and all the actresses applauded when Mrs. Blatch said:

"The pulpit isn't in it with the stage in preaching sermons. Walt Whitman was right when he said that logic and sermons never convince. People must be appealed to through the emotions, and it is for this reason that your profession is the greatest in the world—it does more than any other in working for good or ill."

She spoke of Pepys telling in his diary of going to see the play of "The Beggars' Bush" and for the first time women on the stage.

"After that, January, 1660, when women first appeared on the stage," she said, "things began to mend a little and since then it has been impossible to put an indecent play on the stage. That is what we women always do—we clean things up. There is only one thing that we have not been in and that is politics and men assure us that that is a dirty hole. We must get in and clean it out."

The audience laughed when Mrs. Blatch told it that it ought to form a stock company and go from place to place playing propaganda plays to convert all the world to suffrage and incidentally with other plays make fortunes and be able to give large, generous financial aid to the suffrage workers.

"I am sure in the parade," she declared, "you will each of you want to carry the banner and you will be so glad to have it that when we reach Carnegie Hall we shan't be able to wrench it from you, you will want to keep it always. And you will so impress the emotional people on the street that they will all be converted. We expect every one of our from 10,000 to 15,000 women marchers to convert 20 men and how many that will make is more than my arithmetic will allow me to figure."

Mrs. John Rogers, Jr., had samples of the parade hats to show, and every one stood on tiptoe to see them—30 cents untrimmed, and 39 with a band.

"But don't give up marching in the procession," she said, "because you don't happen to want to buy one, but if you do buy one, and it should happen to rain, you won't mind so much if the hat only cost 30 cents.

Pay for Girl Marcher.

Mrs. Rogers told of an anti-suffragist who told her that she had seen a working girl marcher in last year's procession who she knew was not a suffragist, and she had asked her how she happened to go in.

"The girl said she was paid a dollar to march," declared Mrs. Rogers. "And the anti-suffragist had the impertinence to ask me if we bribed people to march. I told her that we not only didn't bribe people to march, but if they were in the procession and did not believe in suffrage we should throw them out."

"If they say that an anti-suffragist marched in our suffrage procession for $1," said Mrs. John Winters Brannan, "we should like to see any suffragists who would march in any old anti-procession of theirs for $1."

"Most people don't want charity—they only ask for a square deal," continued Mrs. Rogers. "When we get the ballot the thing we must work for is to see that people get the square deal.

She told the women that being in line in the parade would help to make the men see what they are always asking to see—a majority of women who want the vote.

"I might almost say we don't care anything about the majority," she said, "though I am sorry for any woman who hasn't the sense and intelligence to get in line. Why, look at Seattle! Only 500 women worked for the vote, and there were 23,000 registered when they had the chance."

GOLD GIFT FOR THE ALTERS.

Loving Cup from Sons Marks Fiftieth Wedding Anniversary.

Mr. and Mrs. Solomon Alter, the parents of Mark A. Alter, the lawyer, celebrated their golden wedding on April 18 at Lenox Hall, 227 Lenox Avenue.

Solomon Alter is 68 years old, and his wife is 64 years. Both of them were born in Russia, and Mr. Alter came over in 1865 in a sailing boat that took two months to cross. On landing he witnessed the funeral procession of Abraham Lincoln.

The couple have four sons, Mark A. Alter, Dr. Julius E. Alter, Nathan Alter and Elias Alter, and nine grandchildren. The sons presented their parents with a golden loving cup.

Honduras ex-President's Son Weds.

The marriage of Miss Miriam H. Swarts, the stepdaughter of Washington S. Valentine of 251 West Eighty-ninth Street, to Max F. Soto, the son of ex-President of Honduras, Marco Soto, took place last night at the Valentine residence. Chief Magistrate McAdoo performed the ceremony. The couple will spend their honeymoon in Atlantic City, and will then return to this city, where Mr. Soto is engaged in business.

Wants Information of Brandeis.

Mrs. Arthur D. Brandeis of 763 Fifth Avenue would be grateful for any information from survivors relative to her brother-in-law, Emil Brandeis of Omaha, Neb., who was lost in the Titanic disaster. Her telephone call is 3,142 Plaza.

BULLARD—KNEELAND.

The engagement has been announced of Miss Edith Bullard, daughter of Mr. and Mrs. Lewis Henderson Bullard of Flushing, L. I., to Charles Eustace Kneeland of this city. Mr. Kneeland is the son of Mrs. John H. Kneeland. No date has been set for the wedding.

THEATRICAL NOTES.

James T. Powers in "Two Little Brides" will appear at the Hyperion Theatre, New Haven, to-night, preparatory to his opening at the Casino to-morrow night.

Weber & Fields have decided to extend the engagement of the Weber & Fields Jubilee Company at the Broadway Theatre still another week, ending the season there on Saturday, May 11, instead of on May 4.

The principals that are to appear in the star revival of "Patience" at the Lyric Theatre on May 6 will begin rehearsals to-day. The chorus has been in rehearsal for the past week. Prominent roles will be played by Marie Doro, De Wolf Hopper, Cyril Scott, Eva Davenport, Eugene Cowles, George J. MacFarlane, Arthur Aldridge, Christine Nielsen, Viola Gillette, and Alice Brady.

CONTROL HALF THE RAILWAYS

U. S. Steel Directors Also in Banks, Express and Insurance Cos.

WASHINGTON, April 21.—Directors of the United States Steel Corporation, through stock ownership and places on the Directorates of the great railway systems of the United States, have a controlling voice in nearly 55 per cent. of the railroads of the country, according to a statistical study prepared for the Stanley Steel Trust Investigating Committee of the House.

The aggregated value of the railroads is fixed at approximately $18,000,000,000, and of that steel corporation affiliations are said to control more than $10,000,000,000.

The twenty-three Directors of the steel corporation also sit on Boards of Directors of banks, insurance companies, express companies, and various other industrial corporations with an aggregate capitalization of $7,388,099,416.

Figures collected for committee's record by one of the special investigators show that steel corporation officers and Directors sit as officers or Directors in banks, trust, and insurance companies having aggregate capital, surplus, deposits, and undivided profits of $3,314,811,178.

In industrial corporations having aggregate capital and bond indebtedness of $2,803,509,348, (including the steel corporation's $1,464,935,467.)

In street railway, steamship, express, telegraph and terminal companies having aggregate capital and bonded indebtedness of $1,271,778,890.

Of the individual officers or Directors, George F. Baker holds the greatest number of memberships in other Boards of Directors.

Mr. Baker is a Director in industrial corporations with combined capital of nearly $2,000,000,000; railroad and express companies with capital of more than $4,000,000,000, and banks with capital of more than $1,500,000,000.

Each of the other Directors is also in industrial corporations with combined capital of more than $1,000,000,000.

J. Pierpont Morgan, J. Pierpont Morgan, Jr., William E. Corey, H. C. Frick, W. H. Moore, George W. Perkins, Norman B. Ream, Daniel G. Reid, P. A. B. Widener, Percival Roberts, Jr., and E. C. Converse are prominent in the names upon the tabulations prepared for the committee showing their representation in other corporations.

TETRAZZINI IN GOOD VOICE.

Large Audience Greets Soprano at Hippodrome Concert.

Mme. Tetrazzini was heard in another concert at the Hippodrome last evening, and the audience which greeted her was very large, although it did not completely fill the vast auditorium, and there were no chairs on the stage, as is often the case when this soprano sings. Mme. Tetrazzini was in good voice. Her offerings included "Tacea la Notte Placida" from "Il Trovatore," the florid air from "l'Etoile du Nord," in which she was assisted by two flutes admirably played by Messrs. Puyans and Lauchelle, and the variations on "The Carnival of Venice."

To these when recalled she added a waltz by Venzano, "The Last Rose of Summer," and "Home, Sweet Home." She was assisted by Yves Nat, pianist, who not only played her accompaniments but showed his talent as a solo performer by playing two movements of Grieg's concerto, to which he added two Chopin preludes. M. Mascal sang two baritone airs. The orchestra, under the direction of Max Hirschfelder, played the overture to "Der Freischütz," the overture to "Coppelia," and Saint-Saëns's "Danse Macabre."

Carpathia's Arrival in Motion Films.

Motion pictures of scenes attending the arrival of the Carpathia with the Titanic survivors were shown at Weber's Theatre last night for the first time anywhere. The views included pictures of the launching of the Titanic, of Capt. Smith on the bridge of the ship, of the Carpathia passing Montauk Point, the scenes around the White Star offices, scenes at the Cunard pier, pictures of Marconi and of the wireless operators, and several good views of icebergs made at close range.

Plays for French Day Nursery.

The annual benefit for the French Day Nursery was given at the Liberty Theatre last night with a large audience present. The programme was opened by M. Bollaert, who introduced some of the children of the nursery, and the rest of the bill included "La Chance du Mari" by Caillavet and de Flers, monologues by C. Benedict, songs by Mme. Jeanne Mauberg, "Le Chemineau" by Jean Richepin, songs by Mme. Gerville-Reache, and "Les Deux Sourds" by Jules Moineaux. The plays were presented by members of the Cercle Dramatique de l'Alliance Francaise.

$3,000 for Tuberculosis Society.

A benefit given at the Broadway Theatre last night for the New York Ladies' Auxiliary of the Jewish Consumptive Relief Society netted about $3,000 from the sale of tickets, flowers, and programmes. Among those on the programme of the entertainment were George Behan, Maude Raymond, Vera Michelena, Montgomery and Moore, Max Rogers, Bobby North, Jones and Grant, the Berrenes troupe, Carroll and Fisher, the Albert sisters, the Cernelli troupe, and Gran Smith, who gave an exhibition of rapid-fire painting.

DR. YUNG WING DIES.

Counselor of Li Hung Chang—Prominent in Chinese Reforms.

HARTFORD, Conn., April 21.—Dr. Yung Wing, who some years ago occupied a prominent place in Chinese diplomatic circles, died at his home here today, in his eighty-fourth year. Death was due to an apoplectic shock which he suffered on Monday. He came to this country in 1847, and was educated at Monson Academy, at Monson, Mass., and at Yale, being graduated from the latter institution in 1854. Yale bestowed upon him in 1876 the degree of Doctor of Laws.

After being graduated from Yale he entered the tea and silk business, later abandoning this to go into the employ of the Chinese Government. He figured in the Tien-Tsin massacre in 1870. Later, he came back to Hartford and was instrumental in inducing a number of young Chinese boys to come to this country to be educated. More than 100 arrived during the first two years, many of whom were graduated from Yale.

From 1878 to 1882 he investigated Chinese labor conditions in Peru. In 1895 he went to Peking and became a friend and counsellor of Li Hung Chang. He was one of China's representatives at the negotiations to end the Chinese-Japanese War.

In 1898 he figured in the reform movement in China, and the Empress Dowager placed the sum of $100,000 upon his head. In 1902 he came back to America and later was named as China's representative at Queen Victoria's jubilee. He married Mary Louisa Kellogg of Hartford, who died in 1886. He leaves two sons, Morrison, of Hartford, and Bartlett, who is now at Shanghai.

Felix B. Herzog Dies.

Felix Benedict Herzog, an inventor and artist, died yesterday at the Roosevelt Hospital after an operation for an intestinal complaint. He was the inventor of a number of electrical devices, including improvements in telephone switchboards and police and fire calls. He was the President of the Herzog Telephone Company, and an officer of others. He was also known as a painter, and maintained a studio at the Arcade Building. He was a graduate of Columbia University. He lived at 45 East Thirty-first Street.

The most practical solution of the Awning problem yet devised.

Wilson's Outside Venetian

BLIND AND AWNING COMBINED

For Windows and Piazzas. Pulls up out of sight when desired.

As superior to the unsightly and unwieldy pulley awning as the electric light is to oil lamps.

Send for Venetian Catalogue A-1. Models in view at salesroom.

JAS. G. WILSON M'F'G CO.
5 TO 9 WEST 20TH ST., N. Y.

PURSUES HUSBAND FOR 29 YEARS IN VAIN

Then Reads Obituary Notice Referring to Another Woman as His Wife.

SAYS HE TOOK HER $1,200

Once, Declares Mrs. Lee, She Followed Her Husband Into a Cellar in Her Quest.

The following obituary notice appeared in THE TIMES of April 14:

Elizabeth Campbell Lee of 547 West 142d Street died of heart disease in Washington on Thursday. She was 51 years old. Mrs. Lee was the wife of William Lee, a member of the firm of Rockwell, Eldridge & Lee, cotton goods merchants of 47 East Twentieth Street.

Mrs. Barbara J. Lee of 52 Castleton Avenue, Tompkinsville, S. I., told a TIMES reporter yesterday that the William Lee whose name appears in the death notice was her husband, and that they were never divorced. The aged woman slowly reread the obituary notice, and, her eyes filling with tears, looked up and said: "I never thought Willie would have had the face to do that. I don't believe he put that notice in the paper. Perhaps some of his friends did it."

Then Mrs. Lee tottered into a little adjoining room and returned with an old hand satchel, from which she produced a yellow, tattered marriage certificate, showing that she had been married to William Lee in Boston, May 23, 1887. Affixed to the certificate was the signature of Bishop Frederick D. Huntington, who was at that time rector of Emmanuel Church in Boston.

"Willie and I were born in the same town, Stradbally, County Waterford, Ireland," she said. "I am 68, two years older than he. When we were children we went to the same school. I always helped Willie with his lessons. When I was 16 I came to America and served as lady in waiting to the wife of Col. Chickering, the piano manufacturer. Later I returned to my native country, and not long after that I came back to Boston, where William Lee followed me, and we were married. We had four children, one of whom died in infancy. My sons, John Lee, 42 years old, and William Lee, Jr., 39 years old, live with me. My daughter, Mrs. John H. Moore, lives at Belmar, N. J."

Lee left his wife, and she was told that he was living with a Mrs. Ellis of Philadelphia.

"As soon as I could I went to see her, and she wept and told me that she was deeply in love with Willie, and that she was engaged to him," said Mrs. Lee. "I then asked her how could she marry him when he had no divorce from me. She became hysterical. That was twenty-nine years ago. I had given my husband $1,200 I had saved, and with it he took Mrs. Ellis abroad. He was making a good salary traveling for a concern in New York, but he only sent me $5 now and then. I had to work night and day to support my three children.

"Finally Mrs. Ellis died. He then traveled out West, and I went to meet him. But soon he deserted me for another woman whom he took to China. A little more than a year ago I learned he was living with this last woman in Bronxville. My daughter and I went to see him, and Miss Campbell met us at the door, refusing to let us in. She said no such person as William Lee lived there. I wedged my foot in the door and pushed my way in. The woman then ran into one of the front rooms, and I heard her talking hurriedly to a man. When she came back I told her she had been speaking with William, but she denied it and said she was talking to the dog. I went in. But William ran into the cellar and I chased him there. You ought to have seen how he glowered at me there in the darkness!

"I had detectives shadow them, and they arrested Willie. He was brought before Judge Marsh in the Stapleton Court on a charge of non-support. The Judge ordered Willie to pay me so much a month. But since then he has sent me sometimes only $5 at a time."

As the aged woman finished her story, her lips quivering, she pointed to two pictures on the wall, one of Mr. Lee as a child and the other of Mr. Lee as a young man.

"He was so good and kind to me then," she added. "I won't mind if he only gives me enough to live out my life peacefully and without toil."

Mr. Lee was seen in his room in the Castleton Apartments, 547 West 142d Street, yesterday and was told of Mrs. Barbara J. Lee's story. He admitted that he was her husband. The woman whose name appeared in the obituary notice as Elizabeth Campbell Lee, he explained, was Miss Elizabeth Campbell, "a very dear friend." She was known as his wife at the Castleton Apartments.

CIRCUS MOVES TO BROOKLYN.

25,000 People Throng Exhibition Grounds—Street Parade To-day.

The fine weather yesterday attracted a large Brooklyn crowd to another place of amusement than Coney Island. The Barnum & Bailey Circus moved over the bridge, and a crowd estimated at 25,000 persons, composed largely of youngsters, swarmed around the tents on the grounds at Wyckoff and Myrtle Avenues. Everything is in readiness for the street parade and the first performance to-day.

The parade will form along Wyckoff Avenue, at the grounds, and will take the following route:

Putnam Avenue to Lewis Avenue, through Lafayette Avenue to Fort Greene Place, through Hanson Place to State Street, Nevins Street to Schermerhorn Street, thence through Clinton, Amity, and Dean Streets to Grand Avenue; along Willoughby Avenue to Bushwick Avenue, through Greene Avenue to Cypress Avenue, and to the grounds. The start will be made at 9 o'clock this morning.

Obituary Notes.

ABRAHAM KAISER, ex-Assemblyman and Alderman, died on Saturday at his home, 447 High Street, Newark. He was 56 years old, and Secretary of the Sixth Ward Building and Loan Association. He died suddenly while attending a meeting of the association.

GEORGE W. GRAYSON, an old-time miner, but of late years a owner of large cattle ranches in Nevada, died on Saturday in San Francisco. Mr. Grayson, who was 82 years old, was one of the few remaining '49 pioneers. He was prominent in Comstock mining deals with Hearst, Haggin, and "Lucky" Baldwin.

Lieut. Col. **FRANK BRIGMAN**, who served with distinction in the civil and Indian wars, died on Saturday at Coronado, Cal., at the age of 91 years.

ALLAN GIBSON BRODIE, Vice President of W. H. Brodie & Co., died yesterday of heart disease at his home, 502 West 150th Street. He was 82 years old. He is survived by two sons and a daughter.

MARIE STUART, a vaudeville actress, who last appeared in a one-act sketch "Cherie," with Clarton White, died last night at a sanitarium of peritonitis, following an operation for appendicitis. She began her career in this city 23 years ago. She made a trip to South Africa, where she is said to have been the first American actress to appear. She was 41 years old.

THOMAS BROWNE WILEY, who was one of the first to enter the oil fields of Pennsylvania and who made a fortune in oil, died on Friday at his home, 140 West Fifty-seventh Street. Mr. Wiley retired from business twenty years ago, and spent much time in foreign travel. He was born in this city sixty-eight years ago, and was a graduate of the old Free Academy of this city. He leaves a widow and one daughter.

MARGARET HAGGERTY, widow of Sergt. Joseph Haggerty, died early yesterday at her home, 1,020 Bedford Avenue, Brooklyn. She was born in Ireland seventy-eight years ago. Her husband was a member of the old Metropolitan police force of this city. He died suddenly in the old Seventeenth Precinct Station House, while on duty, in 1888, after thirty years of service in the department.

Dr. **RAWLEY W. MARTIN**, President of the Virginia State Board of Health, died at Lynchburg, Va., on Saturday night after a brief illness of penumonia. He led the Fifty-third Virginia infantry in Pickett's charge at Gettysburg.

WIRT T. BOYER, one of the most prominent business men in Seneca County, died suddenly yesterday at his home in Interlaken, N. Y. He was about 53 years old and was formerly Treasurer of the county.

GEORGE HAUCK, one of the oldest brewers in New York State, and President of the George Hauck Sons Brewing Company of Kingston, N. Y., did at his home in that city yesterday. He was 80 years old.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Born.

BERRICK.—April 14, 25 East 90th St., to Mr. and Mrs. V. M. Berrick, a son.
GOLDING.—April 17, 600 West 144th St., to Mr. and Mrs. M. M. Golding, a daughter.
NISONOFF.—April 15, 305 Henry St., to Dr. and Mrs. Nisonoff, a son.
PRAGER.—April 14, 303 East 161st St., to Mr. and Mrs. J. I. Prager, a daughter.
SIEGEL.—April 14, 100 West 141st St., to Mr. and Mrs. I. Siegel, a son.
SLOFODIEN.—April 10, 870 East 162d St., to Mr. and Mrs. J. Slobodien, a son.
STONE.—April 17, 50 Morningside Av., to Mr. and Mrs. E. A. Stone, a daughter.

Married.

BILLINGS—NICHOLS.—On Saturday noon, April 20, at the Brick Presbyterian Church, by the Rev. Frank C. Putnam of Wayne, Penn., assisted by the Rev. Dr. William F. Merrill, pastor, Jessie Starr Nichols, daughter of the late George Dana Nichols of New York, to Frederick Billings of New York.

DOUGLAS—TOPPING.—On Saturday, April 20, at the Central Presbyterian Church of Summit, N. J., by the Rev. Minot C. Morgan, Dorothy Bell Topping, daughter of Mr. and Mrs. Frederick Topping of Summit, to Walter Cooley Douglas of New York City.

RUGGLES—DAVID.—On Saturday, April 20, 1912, at Christ Church, New York City, by the Rev. George Alexander Strong, assisted by Rev. George R. Garretson, Elizabeth Harbison Ruggles to Ross Willard David, both of New York City.

SCOVIL—STORER.—On Saturday, April 20, 1912, at the Church of St. Mary the Virgin, by the Rev. J. G. H. Barry, D. D., Dorothy Dudley, daughter of Mrs. David Abeel Storer, to John de Lancey Scovil.

BRADSPIES—KLEIN.—April 17, Ida Klein to Charles A. Bradspies.
FEINBERG—HARRIS.—April 17, Bessie Harris to Abraham W. Feinberg.
HAMMOND—CHAMPION.—April 18, Mary Champion to Lester C. Hammond.
LEHMAN—LEVY.—April 18, Delia Levy to Albert Lehman.
LORIA—SIMON.—April 17, Dina Simon to Joseph Loria.
McNAMARA—MORRIS.—April 17, Mary T. Morris to Joseph D. McNamara.
MAYER—SCHIMEL.—April 17, Rose Schimel to Herman Mayer.
REID—BORCHERS.—April 16, Helena Borchers to Charles C. Reid.
SHAMFOROFF—TOMPKINS.—April 18, Rose Tompkins to William Shamforoff.

Brooklyn.

BOGART—RICKETTS.—April 20, Marion C. Ricketts to Dr. J. Bion Bogart.
CHADWICK—HERBERT.—April 20, Ida L. Herbert to Everett L. Chadwick.
RAY—GIBB.—April 17, Lillias V. Gibb to William J. Ray.
SHEEHAN—HACKETT.—April 18, Mary A. Hackett to Dennis J. Sheehan.

Long Island.

FESSER—HALL.—April 20, Freeport, Mabel S. Hall to Francis Fesser.

Died.

ABBS.—On April 17, 1912, Edward James Abbs, at his home, Bradford, England, after a short illness.
ALLEN.—April 20, 1912, Luthera W. Allen, in the 82d year of her age, wife of the late Jonathan Allen. Services at THE FUNERAL CHURCH, 241 West 23d St., Frank E. Campbell Building, Tuesday afternoon, 2:30 o'clock.
COLES.—At the Hotel Manhattan, New York City, on April 19, Alexander Coles, in the 51st year of his age. Funeral services will be held at St. Bartholomew's Chapel, Madison Av. and 44th St., on Monday, April 22, at 10:30 A. M.
COYNE.—Suddenly, at the residence of Christopher Wyatt, at Campgaw, New Jersey, on April 19, 1912, Capt. Coyne, nurse and friend of Euphemia Wyatt.
DITHRIDGE.—On Friday, April 19, 1912, Mary Benham Dithridge, beloved wife of James Duncan Dithridge. Funeral services at 11 A. M., Monday, April 22, at her late residence, 235 West 105d St., New York. Baltimore and Pittsburgh papers please copy.
DUNN.—On Saturday, April 20, Ella Pershall, beloved wife of Robert M. Dunn. Funeral at 10 A. M., Tuesday, April 23, at her late residence, 708 Parker St., Forest Hill, N. J. Train leaves Erie Station, Jersey City, 9:08 A. M. Interment Moravian Cemetery, Staten Island.
EVANS.—At sea, on the Titanic, Edith Corse Evans, daughter of the late Cadwalader and Angeline B. C. Evans and granddaughter of the late Israel Corse. A memorial service will be held at Grace Church, Broadway and 10th St., on Monday morning, April 22, at 10 o'clock.
FOREMAN.—Ben L. Foreman, eldest son of Henry W. and Rose Laventall Foreman, in his 31st year. Lost on steamship Titanic. Albany and Chicago papers please copy.
FRANCIS.—On Saturday afternoon, April 20, 1912, Harry Stamford Francis. Funeral services will be held Monday, 22d, at 8 P. M., at his late residence, 374 8th St., Brooklyn.
HARRIS.—At a special meeting of the Directors of the Sanitarium for Hebrew Children the following resolution was carried:

It has pleased the Almighty to call to Himself our friend Henry B. Harris, an indefatigable worker for the welfare of the Sanitarium for Hebrew Children.

The Directors of the Sanitarium for Hebrew Children place on record their admiration for his unfailing kindness, his noble generosity that knew neither race nor creed, his sympathetic solicitude for the sufferings of his fellow-creatures, and they extend to his family the deepest sympathy with the hope that they will be sustained by the never-f

14,083 FANS SEE GAME FOR CHARITY

Giants Defeat Yankees at Polo Grounds for Benefit of Titanic Survivors.

THE SCORE.

Giants	5	0	0	5	0	0	0	1	..	—11
Yankees	1	1	0	0	0	0	0	0	0	— 2

GIANTS.

	AB.	R.	H.	BB.	SO.	PO.	A.	E.
Devore, lf	1	2	1	2	0	1	0	0
Burns, lf	2	1	0	0	0	0	0	0
Shafer, 2b, 8b	5	1	2	0	0	2	3	0
Snodgrass, cf	3	2	2	0	0	1	0	0
Becker, cf	2	0	0	0	0	1	0	0
Murray, rf	3	2	1	0	0	0	0	0
McCormick, rf	1	0	0	0	1	1	0	0
Merkle, 1b	4	1	2	0	0	10	0	0
Paulett, 1b	0	0	0	0	0	1	0	0
Herzog, 3b	2	0	0	1	0	3	2	0
Doyle, 2b	1*	0	1	0	0	1	1	0
Groh, ss	3	1	1	0	0	4	5	1
Wilson, c	2	1	0	1	1	0	1	0
Hartley, c	1	0	1	0	0	2	0	0
Maxwell, p	3	0	1	0	1	0	3	0
Fullenweider, p	1	0	0	0	0	0	2	0
Total	34	11	12	4	3	27	17	1

YANKEES.

	AB.	R.	H.	BB.	SO.	PO.	A.	E.
Coleman, 3b	4	1	2	1	0	2	3	0
Chase, 1b	4	0	2	1	0	10	2	1
Zinn, lf	5	0	1	0	0	1	0	0
Simmons, 2b	5	0	1	0	0	2	2	0
Hartzell, rf	4	1	2	0	0	0	0	0
Stump, ss	4	0	2	0	0	3	5	3
Kauff, cf	3	0	0	1	0	1	0	0
Fisher, c	3	0	0	1	0	5	2	0
McConnell, p	3	0	0	0	0	0	3	1
Total	35	2	10	4	0	24	17	5

Two-base hits—Shafer, Snodgrass, Merkle. Stolen bases—Shafer, Snodgrass, Merkle. First base on errors—Giants, 1; Yankees, 1. Left on bases—Giants, 4; Yankees, 10. Double plays—Maxwell, Groh, and Shafer; Groh and Shafer. Struck out—By McConnell, 3. Bases on balls—Off McConnell, 4; off Maxwell, 3; off Fullenweider, 1. Hit by pitcher—By McConnell, (Groh.) Hits—Off Maxwell, 8 in 6 innings, (at bat, 23;) off Fullenweider, 2 in 3 innings, (at bat, 12.) Umpires—Messrs. Rigler and Finneran. Time of game—Two hours.

The baseball fan has a heart, just like anybody else, although often in the daily strife of the game, it is carefully hidden. New York fans responded to charity yesterday with a will and at the Polo Grounds 14,083 of them turned out to see the Giants and Yankees in the benefit game for the destitute survivors of the Titanic disaster. This crowd contributed $9,425.25, each one donating the usual price of a ticket in purchasing a programme.

The event was unusual in local baseball, for it is the first time two big league clubs have ever met at the historic diamond under Coogan's Bluff on the Sabbath. It was a quiet orderly crowd, which seemed to enjoy the clash of the rival teams of Manhattan. The Giants won with quite ridiculous ease by a score of 11 to 2.

There were a few side features. George M. Cohan gave an imitation of a newsboy selling papers and a number of girls went among the spectators for donations. They called themselves the female Giants, but were all featherweights. Charles Faust was resurrected for the occasion and did his bit. Moving picture men took pictures of it all.

As many of the first string Yankees are laid up, Manager Wolverton had to put a number of recruits in the line-up. Manager McGraw put his best team in the field and later gave a chance to every youngster on his big roster. The Giants played rings around the Yankee youngsters, but it was only an exhibition game anyway, so the dregs of defeat were not bitter.

McConnell pitched for the Yankees and was bombarded destructively in the first and fourth innings. The Giants hit him so hard and often in these two rounds that each chapter netted five runs. Maxwell, who started for the Giants, was hit hard in the first two innings, clean smashing giving the Yanks their two tallies. He settled down after that and kept the opposition from scoring any more. Fullenweider was very successful for the three innings he was on the mound. The Yankee infield made bad errors while the Giants' fielding was sharp and quick. Groh at shortstop played a gingery game and took part in two fast double plays.

Gus Fisher, the new Yankee catcher was behind the bat and the Giants took great delight in stealing bases. They ripped off two double steals, which left the Yankees bewildered. The Giants' heavy cannoading was done in the fourth, when Shafer, Snodgrass, and Merkle cracked out two base drives and had the Yankee fielders breathless from running around the lot.

NATIONAL LEAGUE.

Cubs Capture Opening Game with Pittsburgh by Score of 6 to 0.

CHICAGO, April 21.—Chicago defeated Pittsburgh to-day in the opening game of the series, 6 to 0. Cheney was in fine condition and held the visitors at his mercy. The local team won the game by opportune hitting, coupled with Leifield's generosity. A large crowd witnessed the game. Score:

CHICAGO.	AB	R	H	PO	A
Sheckard, lf	3	0	1	4	0
Schulte, rf	4	0	1	1	0
Tinker, ss	4	0	0	1	3
Hofman, cf	4	0	1	1	0
Zimm'n, 1b	4	1	1	10	0
Evers, 2b	2	2	0	1	1
Lennox, 3b	2	1	2	0	3
Archer, c	4	2	3	9	3
Cheney, p	4	0	0	0	1
Total	31	6	9	27	11

PITTSBURGH.	AB	R	H	PO	A
Byrne, 3b	4	0	0	4	2
Carey, lf	3	0	0	1	0
Leach, cf	2	0	1	0	0
Wagner, ss	4	0	1	1	4
Miller, 1b	4	0	0	7	2
Wilson, rf	4	0	2	3	0
McC'y, 2b	4	0	2	3	8
Gibson, c	3	0	0	3	1
Leifield, p	3	0	0	3	5
Total	31	0	5	24	18

Errors—Tinker, Gibson.

Chicago	0	0	0	3	0	0	0	3	..	—6
Pittsburgh	0	0	0	0	0	0	0	0	0	—0

Two-base hit—Archer. Stolen bases—Leach, Carey, Evers, Zimmerman. Double play—Archer and Tinker. Left on bases—Chicago, 8; Pittsburgh, 7. First base on balls—Off Leifield, 6; off Cheney, 3. Hit by pitcher—By Leifield, (Evers.) Struck out—By Cheney, 9; by Leifield, 2. Wild pitch—Cheney. Time of game—One hour and forty-five minutes. Umpires—Messrs. Johnstone and Eason.

Reds Win on Bunched Hits.

CINCINNATI, Ohio, April 21.—Cincinnati bunched five of their nine hits in the sixth inning to-day and defeated St. Louis easily by a score of 7 to 1. Fromme was effective at all times, while Steele was hit hard and Woodburn was wild. Esmond's home run with two men on bases in the sixth featured. Mitchell and Evans also hit well. Score:

CINCINNATI.	AB	R	H	PO	A
Bescher, lf	2	0	1	6	1
Bates, cf	3	1	1	0	0
Hoblit'l, 1b	4	0	0	8	1
Mitchell, rf	5	1	2	4	0
Egan, 2b	2	1	1	1	1
Phelan, 3b	3	1	1	1	2
Esmond, ss	4	2	2	5	3
McLean, c	4	1	1	3	1
Fromme, p	4	0	0	0	2
Total	31	7	9	27	11

ST. LOUIS.	AB	R	H	PO	A
Huggins, 2b	4	0	1	3	5
Ellis, lf	4	0	0	1	1
Oakes, cf	3	0	0	0	0
Konet'y, 1b	3	1	1	11	1
Evans, rf	4	0	2	2	0
Mowrey, 3b	4	0	0	1	1
Hauser, ss	4	0	1	1	6
Bliss, c	4	0	1	4	0
Steele, p	1	0	1	1	2
Woodb'n, p	0	0	0	0	0
*Magee	1	0	0	0	0
Total	29	1	6	24	16

*Batted for Steele in the eighth inning.

Cincinnati	1	0	0	0	0	5	0	1	..	—7
St. Louis	0	0	0	1	0	0	0	0	0	—1

Two-base hits—Steele, Egan, McLean. Three-base hits—Evans, Bescher. Home run—Esmond. Hits—Off Steele, 8 in 7 innings; off Woodburn, 1 in 1 inning. Sacrifice hit—Steele. Stolen bases—Bescher, (2,) Esmond. Double play—Huggins, Hauser, and Konetchy. Left on bases—St. Louis, 6; Cincinnati, 9. First base on balls—Off Steele, 5; off Woodburn, 3; off Fromme, 4. Hit by pitcher—By Steele, (Bescher.) Struck out—By Steele, 1; by Woodburn, 1; by Fromme, 2. Time of game—One hour and forty-five minutes. Umpires—Messrs. Owens and Brennan.

Other Baseball Games.

At Syracuse—Syracuse, 7; Binghamton, 4.
At Utica—Utica, (State League,) 9; Ilion, 8.
At Elmira—Elmira, (State League,) 0; Harrisburg, (Tri-State,) 1.
At New Haven—Montreal, (International League,) 3; New Haven, (Connecticut League,) 2.
At Baltimore—Washington, (American,) 8; Baltimore, (International League,) 0.
At Albany—Albany, (State,) 4; Springfield, (Connecticut League,) 2.

American Association.

At Indianapolis—Kansas City, 5; Indianapolis, 1.
At Columbus—Columbus, 5; St. Paul, 8.
At Toledo—Toledo, 12; Minneapolis, 5.
At Louisville—Louisville, 4; Milwaukee, 3.

Southern League.

At Nashville—Chattanooga, 6; Nashville, 0.
At Mobile—Mobile, 7; Montgomery, 3.
At Memphis—Memphis, 8; Atlanta, 5.
At New Orleans—New Orleans, 4; Birmingham, 2. Birmingham, 6, New Orleans, 1. (Second game.)

BASEBALL

Yesterday's Results.

NATIONAL LEAGUE.
Chicago, 6; Pittsburgh, 0.
Cincinnati, 7; St. Louis, 1.

AMERICAN LEAGUE.
Chicago, 8; St. Louis, 3.
Cleveland, 4; Detroit, 0, (10 innings.)

INTERNATIONAL LEAGUE.
Buffalo, 4; Newark, 1.
Jersey City, 2; Toronto, 0.
Rochester, 17; Providence, 2.

Standing of the Clubs.

NATIONAL LEAGUE.

	W.	L.	P.C.
Cincinnati	5	2	.714
New York	**5**	**3**	**.625**
Philadelphia	4	3	.571
St. Louis	4	4	.500
Boston	4	4	.500
Chicago	3	4	.429
Pittsburgh	3	5	.375
Brooklyn	**2**	**5**	**.286**

AMERICAN LEAGUE.

	W.	L.	P.C.
Boston	5	1	.833
Philadelphia	4	2	.667
Chicago	5	3	.625
Cleveland	5	3	.625
Detroit	4	4	.500
Washington	3	3	.500
St. Louis	3	5	.375
New York	**0**	**6**	**.000**

INTERNATIONAL LEAGUE.

	W.	L.	P.C.
Jersey City	2	1	.667
Baltimore	2	1	.667
Rochester	2	1	.667
Buffalo	2	1	.667
Newark	1	2	.333
Toronto	1	2	.333
Providence	1	2	.333
Montreal	1	2	.333

Where They Play To-day.

AMERICAN LEAGUE.
Philadelphia at New York.
Washington at Boston.
Detroit at St. Louis.

NATIONAL LEAGUE.
New York at Philadelphia.
Boston at Brooklyn.
Pittsburgh at Chicago.
St. Louis at Cincinnati.

INTERNATIONAL LEAGUE.
Rochester at Jersey City.
Toronto at Newark.
Montreal at Providence.
Buffalo at Baltimore.

AMERICAN LEAGUE.

Chicago Makes Clean Sweep in Series with St. Louis.

ST. LOUIS, Mo., April 21.—Chicago made a clean sweep of the opening series with St. Louis, winning the final game this afternoon 8 to 3. In the sixth, with one out, St. Louis had two men on bases. Peters was relieved by Walsh, who held St. Louis to no hits the remainder of the game. The score:

CHICAGO.	AB	R	H	PO	A
Rath, 2b	4	2	2	2	6
Lord, 3b	4	2	2	2	1
Calla'n, lf	3	1	1	2	0
Bodie, cf	5	0	2	0	0
Mattick, rf	5	0	1	0	0
Zeider, ss	3	0	1	1	2
Weaver, ss	4	0	2	1	1
Block, c	4	0	1	10	1
Peters, p	3	1	1	0	2
Walsh, p	1	1	1	0	4
Total	36	8	13	27	16

ST. LOUIS.	AB	R	H	PO	A
Shotten, cf	4	0	0	4	0
Austin, 3b	4	1	2	0	3
Stovall, 1b	3	0	0	8	2
Laporte, rf	3	0	2	1	0
Hogan, lf	3	1	1	0	0
Pratt, 2b	3	0	0	4	4
Hall'n, ss	4	1	1	3	4
Stephens, c	4	0	1	7	2
Powell, p	1	0	0	0	2
Allison, p	1	0	0	0	0
Lake, p	0	0	0	0	1
*Tennant	1	0	0	0	0
Total	31	3	7	27	18

*Batted for Allison in the seventh inning.

Errors—Pratt, Hallinan, Allison, Lord, Zeider. Chicago .....1 0 1 1 3 0 1 0 1—8
St. Louis .....0 0 0 1 2 0 0 0 0—3

Two-base hit—Peters. Sacrifice hits—Hogan, Lord, Callahan, (2.) Double plays—Peters, Lord, Weaver, Rath, and Zeider; Pratt, Hallinan, and Stovall; Rath and Zeider. Stolen base—Zeider. Hit by pitched ball—By Peters, (Laporte.) Base on balls—Off Powell, 1; off Walsh, 2; off Allison, 1. Struck out—By Powell, 2; by Allison, 1; by Peters, 3; by Walsh, 5. Hits—Off Powell, 5 in four innings; off Allison, 4 in three innings; off Lake, 4 in two innings; off Peters, 7 in five and a third innings; off Walsh, none in three and two-thirds innings. Left on bases—St. Louis, 5; Chicago, 6. Time of game—One hour and fifty minutes. Umpires—Messrs. Evans and Egan.

Pitchers' Battle at Detroit.

DETROIT, Mich., April 21.—Bill Burns blew up in the tenth, and Detroit lost a heart-breaking pitchers' battle to Cleveland to-day, 4 to 0. Butcher's one-handed catch of Gainer's drive into the crowd featured. Jackson was hit on the right forearm by a pitched ball in the fourth and Birmingham replaced him. Score:

CLEVELAND.	AB	R	H	PO	A
Butcher, lf	4	0	2	3	0
Olson, ss	5	0	1	2	5
Jackson, cf	3	1	0	2	0
Birmingham, cf	0	0	0	0	0
Jajoie, 2b	4	0	1	1	5
Ryan, rf	3	1	0	2	0
Hohn't, 1b	4	1	1	13	0
Turner, 3b	3	1	1	1	1
Easterly, c	4	1	0	5	0
Kaler, p	4	0	1	0	3
Total	35	4	7	30	14

DETROIT.	AB	R	H	PO	A
Vitt, lf	5	0	0	2	0
Louden, 3b	4	0	0	0	1
Cobb, cf	5	0	2	2	0
Craw'd, rf	4	0	0	2	0
Delah'y, 2b	3	0	2	5	4
Gainer, 1b	3	0	0	14	0
Bush, ss	2	0	0	2	8
Stanage, c	4	0	0	2	0
Burns, p	4	0	1	0	3
*Jones	1	0	0	0	0
Total	35	0	5	30	16

*Batted for Louden in the tenth inning.

Errors—Butcher, Olson, Hohnhorst, Easterly, Bush, Burns.

Cleveland	0	0	0	0	0	0	0	0	4	—4
Detroit	0	0	0	0	0	0	0	0	0	—0

Two-base hits—Butcher, Burns, Kaler. Sacrifice hit—Gainer. Sacrifice fly—Butcher. Stolen bases—Cobb, Delehanty. Double plays—Bush and Gainer Delehanty, Bush, and Gainer; Turner, Olson, and Hohnhorst; Lajoie, Olson, and Hohnhorst. Left on bases—Cleveland, 5; Detroit, 9. First base on balls—Off Burns, 1; off Kaler, 3. First base on errors—Cleveland, 2; Detroit, 2. Hit by pitcher—By Burns (Jackson, Ryan.) Struck out—By Burns, 1; by Kaler, 4. Time of game—1:39. Umpires—Messrs. Dineen and Perrine.

Shut Out for Toronto.

Toronto suffered a shut-out in the third game of the series with Jersey City at West Side Park, Jersey City, to-day. The Leafs were unable to solve Doscher's benders, and had to be content with three scattering hits. Breen's single and McConnell's wild throw to catch Deininger at first gave Jersey City its run in the first inning. A pass, sacrifice, and a single were what brought in the second run. Score by innings:

									R.	H.	E.
Toronto	0	0	0	0	0	0	0	0	0	3	2
Jersey City	1	0	0	0	0	0	1	0	..	2	5 0

Batteries—Bachman and Fisher; Doscher and Wells.

At Newark, N. J.

									R.	H.	E.
Buffalo	0	1	3	0	0	0	0	0	0	4	0
Newark	0	0	0	1	0	0	0	0	0	1	0

Batteries—Morritt and Mitchell; Gaskell, Holmes, and Bergen.

At Rocky Point, R. I.

										R.	H.	E.
Rochester	1	1	1	0	6	1	3	1	3	—17	22	1
Providence	1	0	0	0	0	0	0	0	1	—2	10	9

Batteries—Cavet, Sherry, and Bickendorf; Hughes and Blair.

Grangeit Got the "Reserve."

Failure on the part of the management to furnish accurate information regarding the entries in the championship classes at the Brooklyn Horse Show, which closed Saturday night, resulted in a mistake being made in the championship harness class for horses over 15 hands. Judge Moore's bay gelding Robinhood was taken as the entry placed in reserve to the same owner's bay mare, Lady Seaton. It was afterward learned that Philip Livingston's Grangeit had received the reserve championship, Judge Moore withdrawing his second entry in order to give the other exhibitors a chance. H. H. Salmon, Chairman of the Brooklyn Riding and Driving Club, who drove Grangeit, frequently handles the reins over Moore entries, and this fact, together with the two horses being almost identical in size and color, led to the mistake. Spectators who were not perfectly familiar with the various horses were unable to obtain any knowledge in the championship events as regards the entries.

Brewer Leads Motor Cyclists.

J. W. Brewer of New York City yesterday won the seventeen-mile motor cycle race over the Long Island Motor Cycle Parkway for the Bidwell Trophy. The race was postponed from last Sunday on account of the rain, but the perfect weather yesterday brought out a field of twenty-five starters from the various clubs of the district. J. Constant of the Invincible Motor Cycle Club of Brooklyn finished second and F. Vanderpool of New York City was third. All three of the victors rode two and one-half horse power machines and covered the course in creditable time.

POWER BOAT RULES NEED OVERHAULING

Racing Owners Take Advantage of Conditions and Dodge Straight Dealing.

When the Executive Council of the American Power Boat Association meets on Tuesday it will attempt to correct the mistakes in respect to racing rules made by the association at its annual meeting in February, and it will also give full attention to the idea urged by President Koerner and by many racing men, of classifying and rating hydroplane boats by speed rather than by means of any arbitrary rule based on measurements. But there are other matters in connection with the sport of motor boat racing that require attention which the Executive Council will hardly be able to give because of lack of jurisdiction as the association is now organized. For one thing, many racing men are of the belief that action should be taken, in some manner, by some authority, to put a stop to evasions of the rules that practically amount to dishonesty in racing. For another, there is a feeling that the management of races should not be placed in the hands of men who have had no experience in such work. On these matters an "old-timer" in racing, both in sailing yachts and motor boats, and one who has also had considerable experience in managing races, has this to say:

"The curse of motor boat racing to-day is the disposition on the part of many racing men to take unfair advantage of their competitors. It is not native dishonesty that impels them to do this; it is ignorance of the ethics of the sport and the feeling, bred of ignorance, that all is fair in love and war. The condition is no worse than that which prevailed in yacht racing a generation ago. But some of us who have been in yacht racing for more than a generation—and by some of us I do not mean any small group of men, but a great many; the majority of those who have been a long time in the game, reinforced by practically all of those who have come into it in a quarter of a century—have succeeded in lifting that sport out of the shady condition, so that at present it is probably the cleanest of them all. Similar work can be done, and undoubtedly will be done, in motor boat racing in the course of time. What is needed is a body of men strong enough either in influence or authority, or both, to take the matter in hand and make a start.

"Yacht racing men, as a rule, are bred to the game from boyhood. They are trained in the way they should go, not so much by race committees or leading men in sport as by their own associates and comrades who are a little further advanced in knowledge of the rules and the ethics, very much as raw recruits in the army are trained in much larger part by the men next to them in ranks or barracks than they are by the Drill Sergeants, and any native inclination toward unfair play is very soon eradicated. But there is no such influence in motor boat racing. The sport is too young to have bred the understanding of things into the men who race. Nine-tenths of the men who compete in motor boat contests have come into the game many years older than recruits in yachting, and have come into it without any previous experience in the handling of boats of any sort and without any knowledge of racing on the water. Evasions of rules, therefore, do not appear to them as unfair, but simply as clever work.

"The management, or mismanagement, of races by men who have had no experience in such work leads to disagreeable complications and to the discouragement of racing men. No man should be put at the head of a race committee until he has learned the work as a junior member under the direction of an expert. In this matter there are many yacht clubs that are not entirely beyond criticism. Two or three years ago the Race Committee of a prominent yacht club down the bay arranged a race for the larger classes of sailing yachts to finish between Scotland Lightship and a tugboat anchored abreast of it. When the racers approached the finish line they found the tug anchored on the side of the lightship opposite to that specified in the instructions. If they crossed the line in the direction specified they would leave the lightship on the wrong hand. If they left the lightship on the hand specified they would have to round it, and cross the line in the wrong direction. Some did one thing, and some the other, and those of each side vigorously asserted that under the circumstances they were right. On top of that the Chairman of the Race Committee declined to make a decision, and referred the matter to a man who was not a member of the club and whose experience in managing races was even less than his own.

"In making arrangements for a big regatta a few years ago the Race Committee of an important club on Long Island Sound stipulated that the New York thirty-footers should sail a certain course; we'll say course No. 2. After the instructions were printed and sent out the committee thought there would be too many yachts on course No. 2, and concluded to change the thirties to, say, course No. 3, and they corrected some of their printed instructions with a pen, and on the day of the races attempted to distribute them among the boat owners. But they did not reach all of them, and some of those who received the new instructions did not notice the correction. As a result of the proceeding, half the boats sailed one course and half sailed the other. And then there was trouble. The committee squared the matter by treating the event as no race, in so far as championships were concerned, and as two separate races, with duplicate prizes, in the day's sport.

"In a race for a one-design class on the Sound a year ago the boat first across the finish line headed for the owner's home as soon as its time was taken. A few minutes later the owner of the second boat to finish came aboard the committee boat and entered a protest against the winner. The committee promptly decided the protest in favor of the man making it, without any hearing and without notifying the other party. The fact that the man against whom the protest was decided was a "scrappy" sort of a chap, who was not overpopular with the members of the committee, may have had something to do with the case.

"Men who undertake to manage races, either of sailing yachts or motor boats, should, first of all, have had some experience in actual racing. They should be of the temperament of which judges are made. They should have very clear ideas of justice and equity. They should know the rules backward and forward. They should first serve as junior members of a committee under experts at the work. And they should give everlasting attention to the detail of arrangements, foresee and forestall every complication or misunderstanding, and then should be absolutely indifferent to any and all influence that may be brought to bear against them in any way other than a presentation of evidence."

KRAMER LEADS BY INCHES.

Cycling Champion Captures Feature Event at Newark Velodrome.

NEWARK, N. J., April 21.—The bicycle racing season opened at the Velodrome here to-day with ideal conditions, after two postponements because of rainy weather. The two-mile open professional race proved to be the most exciting event, Frank Kramer coming in by inches after a hard sprint. The summaries:

Shanley Handicap, One Mile—Won by Peter Zimach (50 yards,) Boston; J. Mackay (50 yards,) Newark, second; Fred Jones (75 yards,) Clifton, N. J., third; Martin Ryan (110 yards,) Newark, fourth. Time—1:56 2-5.
Two-Mile Open Professional—Won by Frank Kramer, East Orange; Leon Comes, Paris, France, second; Joe Fogler, Brooklyn, third; Jake Magin, Newark, fourth. Time—4:50 2-5.
Ten-Mile Motor (paced)—Won by Ernie Pye, Australia; Percy Lawrence, San Francisco, second. Time—14:41 3-5.
Two-Mile Invitation Professional—Won by Floyd Krebs, Newark; Albert Crebs, Salt Lake City, second; John Bedell, Lynbrook, L. I., third; Freddie Welsh, San Francisco, fourth. Time—4:26 4-5.

Parkinson First in Pennant Event.

H. Parkinson of the Bradhurst Field Club was returned the winner of the Pennant A. C. ten-mile road run held over the streets of the Bronx yesterday, his time being 1:05:02. Richard Brand, St. Anselm's A. C., finished second in 1:06:18. Sixteen runners started on the journey, and were pretty well strung out before the end was reached. The others finished as follows: W. J. Hannon, St. Anselm's A. C.; J. Travers, Pennant A. C.; C. Schiller, Pennant A. C.; G. Kingston, Pennant A. C.; F. Martin, Pennant A. C.; N. Olmo, St. Anselm's A. C.; F. Funston, St. Anselm's A. C.; F. Brana, St. Anselm's A. C.

BASEBALL TO-DAY, 4 P. M. N. Y. Americans vs. Philadelphia. Amer. League Park. Adm. 50c. —Adv.

OARSMEN IN TRAINING.

Harlem River Clubs Make Good Showing in Practice.

Among the features in connection with yesterday's big turn-out by the various Harlem River boat clubs was the splendid showing made by the junior four of the Bohemians, who beat the intermediate four in the first club race of the season over the full course. Other incidents of the day included the first appearance of former Champion Meherhoff of the Nassau, whose initial workout gave indication that he would make good his promise to try for the crew this year.

The Lone Stars celebrated the day by launching their new eight-oared shell, manned by a picked crew of club veterans, and losing their last handball match of the season to the Unions 4 to 6. It was the most important day of the year thus far, and the crews showed the improvement made in their first week of real training. Several changes have already been made in the make-up of the crews, and not a few new entries added to the original list for the Harlem Regatta.

Announcement was made by Capt. Pacini of the Nonpariels that Rogan, formerly of the Sheepshead Bay club, would represent the Nonpariels this year in the junior singles, while Payne and Lee, old-time Sewhanaka Club oarsmen, would figure with Faber and Lundeworth in the junior quadruple sculls. Lee taking the seat originally occupied by Michelson. The intermediate crew was out for the first time.

The Atalantas made their opening bow with their intermediate quadruple scull crew, made up of W. Sullivan, F. Bamman, C. Bamman and W. Hendricks.

The Nassaus had two mixed fours on the river yesterday besides several singles, including Mehernoff. "The former champion is considerably over weight. Even though he does not compete in the singles, he is being depended on to row with Bailey, Stivers and Kohler in the senior four race of the Harlem regatta. According to Coach Smith, work on the foundations for the new clubhouse will be started this afternoon. The Nassaus expect to be in their new home within sixty days.

Puessel of the Harlems is antoher star whose absance will be noticed in the big regatta, notwithstanding hopes to the contrary. Capt. Fred Sheppard is in good shape for the singles, as are also Wilson and Lyons for the doubles. Hughes and Demarest were out yesterday and may be among the Harlem entries.

The Lone Stars' new shell was manned by Steane, Herz, Goodkind. Bemak, Ginsberg, Weyl, Loth and Keller, with Captain Solly Welsbader as coxswain. Every effort is being made to turn out a fast junior eight this season, there being eighteen eligible men now trying for positions in the new boat.

A good combination has shown up in Lilienthal and Baum, and the two are likely to wear the Lone Star colors in this year's regattas.

The Metropolitans divided their day with active work on the river and a general inspection of their new clubhouse, which will be formally opened on Saturday next. A general open house has been arranged, for the Crescents are likely to make a much bigger showing in the Harlem Regatta than was at first expected.

The "Bohos" will be in strong in the Long Island Regatta with their junior four gig, their victory of last year giving them one leg on the Rogers Cup. About six men are in training for the crew in case the present outfit fails to make good in the Harlem event.

The Crescents will start their first active work this week with a junior and senior four. Callahan, Thomas Turner and Harold Turner were out in singles yesterday with Captain Dolan. The club will hold a dance on April 27.

BRUSHING ON SPEEDWAY.

Spring Season Starts with Many Newcomers in Competition.

The Spring brushing season on the Harlem Speedway was opened yesterday, and the ideal weather brought out a representative number of light harness enthusiasts. Many of the horses are not yet in condition, and although they were out on the drive, their owners contented themselves by only jogging them, rather than to enter into brushing.

The veteran drivers had their horses primed and eager to get into competition. With this class there was enough team brushing to satisfy the onlookers. Many newcomers to the drive were seen, and the outlook for the coming season gives promise of being a banner one for the Road Drivers' Association.

There were a few early comers about the stables at the association's headquarters in the early morning, and brushed among themselves, while the majority reserved their horses for the afternoon sport, which began about 2 o'clock. During the morning brushing John Gilmore met with an accident, his new horse, Billy Barlo, running away. Just as he was leaving the quarter-mile post the horse slipped its bridle and became unmanageable. The driver freed himself of the wagon, but the horse dashed down the Speedway. The runaway was caught at 125th Street.

The first brush brought out three horses of the trotting division. The three-cornered event was between Kylie Bird, driven by C. Baer; Lady Tashmoo, owned by M. Aronson, and M. Albright's Chief Justice. The first named won two heats after Chief Justice had found the going too fast, and withdrew after the opener.

Instead of coming down in the three-cornered heat with Lady Tashmoo and Kylie Bird, the Albright horse was seen in the succeeding brush with J. O'Neil's brown mare Lady Tasteful, the latter being a pacer. Chief Justice was successful in getting under the wire.

M. Reynolds's trotter Bobby McGregor and J. Shoemaker's new acquisition Startler fought out a three-heat brush, in which the member of the McGregor family led the way home in each heat. The first and second contests were rather close. Mr. Shoemaker asked for a third chance, but it resulted in an easy win for Bobby McGregor.

Joseph Gibbons, President of the Road Drivers' Association, was one of the first to show up on the drive, behind his favorite chestnut pacing gelding Claro. He hooked up with I. V. Hunt's pacer Clover Patch, and after a hard struggle was defeated by a close margin. Claro later came down with Clover Patch in another brush, and turned the tables by an advantage of a head.

TO INVITE BUERMEYER.

Veteran American Athlete May Accompany Team to Stockholm.

Harry E. Buermeyer, 40 years ago one of the leading amateur athletes in the United States, and a contemporary of Father Bill Curtis, is to be honored by the American Olympic Committee if the resolution which is to be presented at to-day's session of the committee in the offices of Col. Robert M. Thompson, President of the committee, is viewed favorably.

The members of the committee will be asked to look with favor upon the proposition to invite Mr. and Mrs. Buermeyer as their guests on the Finland, in conjunction with the Swedish invasion by the American team in June.

Col. Thompson is said to favor the scheme in its entirety, and thinks it will be a fitting testimonial to the virtual "father of athletics" in America, in view of the fact that he is undoubtedly the oldest because of his early competitive work.

JUDGES FOR DOG SHOW.

Long Island Kennel Club Announces List of Ring Officials.

Still another dog organization has selected its judges for its annual show. The Long Island Kennel Club makes the announcement that the exhibition will be held at the Brighton Race Track on Decoration Day and that prizes will be offered for all classes of dogs. The list of officials includes many of the best-known experts in the country, which is a guarantee that the judging will be perfectly satisfactory to all of the competitors.

TOURNEY NEARING END.

Final Games to be Played in Roomkeepers' Pocket Billiards.

William Perriz of Brooklyn, William Reitheimer of Yorkville, and Perry Wol

REVIVALISTS REACH 100,000 CITY MEN

"Gypsy" Smith Captures a Great Audience—Booker Washington Solves Negro Problem.

KEEP NEGROES IN COUNTRY

Influences of the Great Cities Corrupt He Says—Men and Religion Movement Finds Followers.

The six-day Conservation Congress, by means of which the leaders of the Men and Religion Forward Movement are solidfying the results of the last two years' work, before disbanding the movement, held many big rallies yesterday, morning, afternoon, and evening, in various churches, theatres, and public halls of the city.

More than 100,000 people were reached in these meetings, according to the estimate of the leaders. In numerical attendance and emotional enthusiasm the meetings surpassed expectations.

In the morning there was a big union prayer meeting at the Broadway Tabernacle, as well as an address at the Madison Avenue Methodist Episcopal Church by Wilfred T. Grenfell, the famous Labrador missionary.

In the afternoon "Gypsy" Smith, the London evangelist, spoke to 3,000 men at the Hippodrome and made many converts, exhorting continuously for more than two hours. Another big afternoon rally was held at Carnegie Hall, at which Dr. Booker Washington, ex-Gov. Northen of Georgia, Richmond P. Hobson, Bishop William F. Anderson, and Dr. Frank Strong spoke, and which was attended by 2,000 men.

William Jennings Bryan delivered his lecture "The Prince of Peace," at the Fifth Avenue Presbyterian Church before crowded pews last night, while Archdeacon John T. Madden of Liverpool spoke at St. Michael's Church, Ninety-ninth Street and Amsterdam Avenue. There was also a big evening meeting at Carnegie Hall.

Not a vacant seat could be found in the orchestra or balcony of the Hippodrome at 3:30 yesterday afternoon, when "Gypsy" Smith, swarthy, shy, and resourceful at getting quickly on intimate terms with his audience, walked out on the wide platform.

An assemblage of clergymen and laymen was seated in three rows at the rear of the platform; John D. Rockefeller, Jr., one of the movement's leaders, occupying a chair in the fourth row, near L. B. Lyall, a full blooded and picturesquely turbaned East Indian of Cawnpore, India.

Captures Audience at Once.

"Gypsy" Smith was introduced to the audience by th Rev. Dr. W. H. Foulkes of the Rutgers Presbyterian Church who presided. Smith is the official evangelist of the United Free Churches of England and was "loaned" to the American churches for a Pacific Coast campaign which he has been making during the last four months. He returns to England on May 8. He took for his text yesterday, Verse 7, Chapter iv., First Epistle of St. John: "Let us Love one another, for Love is of God; and every one that loveth is born of God and knoweth God. He that loveth not knoweth not God." He won his big audience so quickly and completely that 3,000 men laughed, cried, and applauded throughout his sermon.

When he challenged every one of them to go to business to-day and tell his business associates that he had become a Christian and was going to practice Christ's teachings consistantly henceforth, the moral dilemma which the 3,000 men seemed to find themselves in was not without a humorous aspect.

"If I could only get every man in this big audience," he began, "just to say 'God loves me,' with a new emphasis it would not be necessary for us to continue those services." To tell you all that your Father loves you is all I'm here for.

Then he told them a homely barn yard story about how he had once put an extra egg under a setting hen, and how the hen had loved the strange "chick" which came out of the extra egg, just as much as the "chicks" which came out of the eggs which she herself had laid.

"God's love is just like that," he said. "Why, He even loved me, poor, bare foot gypsy boy when the preachers and churches had all passed me by."

The simple-mannered evangelist had already put himself on familiar terms with every man by a clever plan of making them sing a hymn, first in one group and then in another group. When he told them about his own conversion, they all shouted "Amen! Amen!" with enthusiasm. He said that if God's message had got into each of them a few years before, "the names of some of them might have been inscribed all over the United States."

Then he made every one laugh by describing how he had once made a large audience of drunken men in a Western mining town listen to him.

Doesn't Need Manuscript.

"I'd like to watch some of those new theology preachers tackle a crowd like that," he exclaimed. "One of these new theologians recently asked me: 'How can I look at my audience when I've got to look at my manuscript?'

"The men in front of me are my manuscript," he added, amid applause and laughter.

At the close of his address he directed every one in the audience "who wanted to be a better man" to rise in his place.

"None of the rest of us will look around," he explained by way of encouragement.

After about one hundred men had risen in different parts of the orchestra and galleries he put the clergymen and all others on the platform to the same test.

"Now you've committed yourselves publicly to a nobler life," he warned them.

On the Hippodrome stage during the exercises were Mr. Davis Layton of the Mott Haven Reformed Church, the Rev. Dr. W. M. Carr of the Prospect Avenue Methodist Episcopal Church, Mr. Francis of the Alexander Avenue Baptist Church, the Rev. Mr. Shaw of the Bronx Presbyterian Church, J. Edgar Leaycraft, Treasurer of the Forward Movement; Allan Dorr, F. V. Winters, the Rev. John R. Henry, W. E. Longee, the Rev. Dr. Frederick Carpenter, the Rev. A. L. Foust, and the Rev. Dr. Nathaniel M. Pratt, Executive Secretary of the Forward Movement in this city.

Dr. Booker T. Washington was the principal speaker at the afternoon meeting at Carnegie Hall. He declared earnestly that the solution of the so-called negro problem lay in encouraging the negroes to live in the country and lead the country life to which they were by instinct accustomed, instead of coming to the strange and spiritually corrupting city.

"Eighty-two per cent. of the negroes of the United States live in the country districts and small villages," said Dr. Washington. "In the rural districts the negro, all things considered, is at his best in body, mind, and soul. In the city he is usually at his worst. Plainly one of the duties of the Church is to help keep the negro where he has the best chance. In a marked degree the negro is a social being. The negro, more largely than is true of any other race, uses the Church as the rallying point for his social life. Whether it is a meeting relating to farming, business, education, politics, or a secret society, the negro church house is used.

"Negro population follows the church building. Few things delight the soul of the negro as much as to erect a church building, even though it be so crude and small as to be almost ridiculous in its appearance. Even though individuals may own no home and are without proper food, clothes, or shelter, they will part with their last nickel to assist in building a church. This is all commendable. Christian civilization does not have to force the church upon the negro.

The Way to Help the Negro.

"Here, then, is the opportunity for us to use this great Forward Movement to improve the church life of the country negro and thus help to keep him on the land where he has a chance to grow a strong, healthy body, and be away from the temptations and complexities of large city life.

"How can this be done? Make church life for the negro in the rural districts as attractive as it is in the city.

"In dealing with the millions of the negroes, let us in America learn a lesson from what has taken place in England, where agriculture and the farm have been neglected by Church and State, with the result that the cities of England are filled with millions of unfortunate misfits who are in the gutters instead of being on the soil and out in the free, bracing air, where God meant that man should live.

"When I was in London, England, recently, I found that the churches and other philanthropic agencies of that vicinity alone were spending $50,000,000 annually, not to keep people on their feet and help them make greater progress in positive, constructive directions, but to save the drunkard, the gambler, the loafer, the pauper, and the destitute after they had fallen into the ditch. Happily, the negroes of America have not as yet fallen into the ditch; and I pray that, as a result of this great Forward Movement, a way may be provided, through the negro church and Sunday school, that the negro, while it is yet a new, fresh, and vigorous race, may, as the old plantation hymn puts it, be kept from 'sinking down.'"

Ex-Gov. Northen of Georgia, Richmond P. Hobson, Bishop William F. Anderson, and Dr. Frank Strong also spoke. President William T. Slocum of Colorado College, the Rev. Dr. A. L. Phillips of Richmond, Va.; Bishop William F. Anderson of the Methodist Episcopal Church, and Dr. Frank Strong, President of the University of Kansas, were the speakers at the evening session. Bishop Anderson spoke on "The Church." "The Church in Relation to College and University Students" was Dr. Strong's subject. A surpliced choir of sixty women's voices was a feature of the evening services.

Eleven different denominational services will be held by the congress this morning in various parts of the city. The theme of "Evangelization" will be discussed this afternoon by many of the congress's speakers at Carnegie Hall. The theme of the "Rural Church" will also be discussed.

William T. Stead, who met death in the sinking of the Titanic, was to have been the principal speaker at to-night's Carnegie Hall meeting. "Universal Peace" was to have been his topic. The meeting is to be made a memorial service for Mr. Stead, and J. A. MacDonald, the Toronto, Canada, editor, who was one of Mr. Stead's most intimate friends and who received from Mr. Stead a message to America while in London during the coronation, will be the principal speaker tonight, and will deliver Mr. Stead's message. The Rev. W. A. Cameron of Toronto and Walter L. Fisher, Secretary of the Interior, will be other speakers.

STUDENTS SEEK NEW CREED.

Cornell Sophomore Forms Club to Reconstruct World's Religions.

Special to The New York Times.

ITHACA, N. Y., April 21.—To reconstruct the religious thought of the world, a dozen Cornell students, many of them freshmen and sophomores, gathered in the Dutch Kitchen last night and formed a club.

They announced that the club is "to study, investigate, and criticise the existing religious and creeds with a view to reconstructing the religious thought and setting it upon a basis of fact and truth instead of meritless faith and traditional superstition and to consider and discuss with a view to the theological enlightenment of the world such phases of ethics and morals as may assist in the discovery of truth and throw light upon the main subject of religion."

Charles N. Whitman of Chicago, a sophomore, organized the club, announcing that it always had been his ambition to start a movement to reconstruct the religion of the world.

SAVES TRAIN FROM WRECK.

Motorman Sees Ties on the Track Just in Time.

When an early morning New York Central mail train was 500 feet north of Cromwell Creek yesterday morning, the motorman, James Gerity, noticed that something had been placed on the tracks. He jammed down his brakes, bringing the train to a stop within a few feet of the obstacle.

He went forward to investigate, and found that two ties were placed across the rails and would have wrecked the train if he had not seen them in time. It was learned that a construction gang has been at work on that division, but whether the ties were placed there with the intention to wreck the train or whether they had been left there by one of the workmen the police were unable to learn.

CORNELL CHINESE AS HOSTS.

Celebrate Birth of Their Republic by Entertaining University.

Special to The New York Times.

ITHACA, N. Y., April 21.—About 400 members of Cornell University, both the Faculty and students, were the guests of the forty-four Chinese students who make up Cornell's Celestial colony at the Cosmopolitan Club last night at a big celebration of the adoption of a republican form of government in China.

T. T. Wong, director of the Chinese Education Mission at Washington and a graduate of the University of Virginia, and Prof. Frank P. Beale of Tien-Tsin University were the principal speakers.

CANOEIST SAVED ON HUDSON.

Shroeder Picked Up at Yonkers When Wind Upset Boat.

Lifesavers at Yonkers were notified yesterday that a man was struggling in the Hudson River, and, in command of William Daly, they hurried to his assistance. The man, however, had already been taken aboard a rowboat by David Campbell of Alpine, N. J., when they reached him.

The owner of the canoe was taken into the Yonkers Canoe Club and was given restoratives. He was pretty far gone from his struggle and was suffering from chills. After recovering to some extent he gave his name as Clemens Schroeder, employed in the Textile Appliance Company of Paterson, N. J., and living at 3,056 Perry Avenue, the Bronx.

His canoe had two sails, and Schroeder said that the wind had been a little too much for his frail craft. His efforts to right the boat were frustrated by the sails. The accident occurred at a point opposite the Glenwood power house of the New York Central Railroad.

Weather in Cotton and Grain States.

Special to The New York Times.

WASHINGTON, April 21.—The following is the forecast for Monday and Tuesday as issued by the United States Weather Bureau for the cotton and grain States:

North and South Carolina and Georgia—Showers Monday and probably Tuesday; moderate variable winds, mostly southerly with squalls.

Florida—Showers Monday and Tuesday, except fair in extreme southern portion; moderate southerly winds with squalls.

Alabama—Showers Monday and probably Tuesday; moderate southern winds with squalls.

Mississippi—Showers Monday; cools in northern portion. Tuesday fair in northern, showers in southern portion; moderate southerly winds with squalls.

Louisiana—Showers Monday; cooler in northern portion. Tuesday fair, except showers on the coast; moderate variable winds.

Eastern Texas—Fair Monday, preceded by showers in eastern portion. Tuesday fair; moderate variable winds.

Western Texas—Fair Monday and probably Tuesday.

Utah—Local rains Monday. Tuesday probably fair.

Oklahoma—Fair and cooler Monday and Tuesday.

Arkansas—Fair and somewhat cooler Monday. Tuesday fair.

Tennessee and Kentucky—Showers, followed by clearing and cooler Monday. Tuesday probably fair.

Ohio—Showers, followed by clearing and cooler Monday. Tuesday fair; brisk and high southwesterly, shifting to northwesterly winds.

Indiana—Fair Monday, preceded by rain in extreme northern portion; cooler. Tuesday fair.

Illinois—Fair in southern, rain, followed by clearing in northern portion; cooler Monday. Tuesday fair; brisk and probably high northwesterly winds.

Lower Michigan—Rain, followed by clearing Monday; cooler in southern portion. Tuesday fair; brisk and probably high northwesterly winds.

Upper Michigan—Rain or snow, followed by clearing Monday. Tuesday fair.

Wisconsin—Clearing Monday; cooler in southern portion. Tuesday fair and warmer; brisk and probably high northwesterly winds.

Minnesota—Fair Monday; warmer in eastern portion. Tuesday fair.

Iowa—Fair Monday; cooler in extreme eastern portion. Tuesday fair with rising temperature.

Missouri—Fair Monday; cooler in eastern and southern portions. Tuesday fair.

North Dakota—Generally fair Monday and Tuesday.

South Dakota, Nebraska, and Kansas—Fair and somewhat warmer Monday. Tuesday fair.

ARTIST'S MODEL, ILL, ATTEMPTS SUICIDE

Judith Rice, a New York Girl, Shoots Herself in a Boston Hotel.

WOUND MAY BE MORTAL

Continued Ill-Health Militated Against Her Obtaining Wealth, She Thought—Daughter of a Mormon.

Special to The New York Times.

BOSTON, Mass., April 21.—Judith Rice, an artist's model of New York, said to be the daughter of a deceased Mormon, shot herself in the breast in the Parker House this morning, and is believed to be dying at Grace Hospital.

For hours after the shooting Miss Rice refused to disclose any information about herself, but late this afternoon she asked that a message be sent to Miss Alice E. Sayres, Ye Students Inn, 326 West Fifty-eighth Street, New York, where she said she lived. This led to the discovery of her identity.

The girl registered at the Parker House three days ago as "Julia Remington" and paid her bill in advance. Yesterday morning a telephone call from the room she occupied was sent to the manager of the hotel. He answered it and a woman's voice calmly summoned him to come to the room on important business. A bell boy was dispatched to inquire what was wanted, and when he opened the door Miss Rice was seated on the edge of the bed in her nightclothes, blood streaming from her side.

"I have killed myself," she told the startled boy. After a moment's frightened gaze he ran down to the office and notified the clerk on duty.

Several employes rushed to the room. When they arrived the girl had fallen on the bed. Dr. Frank Piper was notified, and two policemen were summoned. The doctor revived her so that she could speak, although with difficulty.

She said that she was born in Salt Lake City, was 28 years old, single, and unoccupied.

"I came to Boston three days ago to commit suicide. I tried for two days to find some occupation, but could not. I do not remember either my father or mother. They died before I was old enough to recall them."

It was said at 326 West Fifty-eighth Street last night that Miss Judith Rice came here four or five years ago from Salt Lake City. Recently she had been in ill-health.

Miss Rice received money occasionally from an uncle in Salt Lake City, but not enough to support her. She obtained employment occasionally as an artists' model, and had sought to earn a living by seeking subscriptions for magazines, but for the last two years had found little to do on account of her poor health. She stopped at Ye Students' Inn, at 326 West Fifty-eighth Street, when she first came to this city, but had not resided there for the last two years.

AUTO KILLS BICYCLE RIDER.

Aged Man Thrown Under Wheels at 135th Street and Riverside Drive.

An elderly man, who was riding a bicycle, was instantly killed yesterday when he attempted to turn from Riverside Drive into 135th Street. He was struck by a large touring car driven by Giovanni Colletoi and owned by Harold Walker of 264 Riverside Drive.

The chauffeur had also tried to make the turn, and had been forced out from the curb. The mudguard struck the bicycle rider and he was tossed in front of the machine, one of the front wheels passing over him. Mrs. Walker, who was in the car, had to be assisted to a nearby house.

The body was taken to the Morgue. The man was described by the police as about sixty years old, 5 feet 10 inches in height. He had no cards or other means of identification. The chauffeur was taken to the West 125th Street Station, where he collapsed. The police say the accident was unavoidable. Mr. Walker took the chauffeur and the car home and Mrs. Walker was assisted to her home by friends.

CATCHES CHILD HIT BY CAR.

Boy Hurled In Air by Trolley Lands Unhurt In Bluecoat's Arms.

Max Eisenstain, 3 years old of 660 Rockaway Avenue, stood on the sidewalk in front of his house yesterday afternoon hugging a kitten in his arms. The kitten suddenly jumped to the sidewalk and ran out into the street. It scampered across the car tracks, and the child, who was right behind it, got in front of a car, which was coming along at a high rate of speed. Motorman Brown reversed the motor, but he did not have time to bring the car to a stop.

The side of the fender struck the little boy and shot him several feet in the air and to one side of the car. Policeman Goodman, who was riding on the front step of the car, saw him coming on the fly and caught him in his arms. An ambulance surgeon was summoned from the Bradford Street Hospital, and the child was found to be unhurt.

PUBLIC NOTICES.

DEPARTMENT OF FINANCE, BUREAU FOR THE COLLECTION OF TAXES, No. 57 CHAMBERS ST., BOROUGH OF MANHATTAN, NEW YORK, APRIL 1, 1912.

NOTICE TO TAXPAYERS.

NOTICE IS HEREBY GIVEN THAT THE assessment rolls of real estate and personal property in the City of New York for the year 1912 have been delivered to the undersigned and that all taxes on said assessment rolls are due and payable as follows:

All taxes on personal property and one-half of all taxes on real estate are due and payable on

WEDNESDAY, MAY 1, 1912,

and the remaining and final one-half of taxes on real estate shall be due and payable on the FIRST OF NOVEMBER, 1912. *All taxes become liens on the real estate affected thereby on the respective days when they become due and payable as hereinbefore provided and shall remain such liens until paid.*

The second half of the tax on real estate which is due as hereinbefore provided on the first day of November following the payment of the first half, may be paid on the first day of May or at an, time thereafter providing the first half shall have been paid or shall be paid at the same time and on such payments of the second half as may be made in such manner prior to November first a discount shall be allowed from the date of payment to November first at the rate of *four per centum* per annum.

NO DISCOUNT IS ALLOWED ON PERSONAL TAX BILLS.

Penalty on unpaid taxes on real estate begins June 1 and December 1; on unpaid personal taxes June 1.

Taxes are payable at the office of the Receiver of Taxes, in the Borough where the property is located, as follows:

Borough of Manhattan, 57 Chambers st.
Borough of The Bronx, Municipal Building, corner 3d and Tremont aves.
Borough of Brooklyn, Municipal Building.
Borough of Queens, Court Square, Long Island City.
Borough of Richmond, Borough Hall, St. George.

FRED. H. E. EBSTEIN, Receiver of Taxes.

SURROGATE NOTICES.

EMILY CHARLES.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against EMILY CHARLES, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business at the office of Theall & Beam, No. 45 Wall Street, Borough of Manhattan, in the City of New York, on or before the sixteenth day of September next.

Dated New York, the fifth day of March, 1912.

HOWARD W. CHARLES, } Executors.
JOHN C. CLARK,

THEALL & BEAM, Attorneys for Executors, No. 45 Wall Street, Borough of Manhattan, City of New York.

TRAVELERS' GUIDE—STEAMSHIPS.

THE LIFE BOAT CAPACITY OF THE HAMBURG-AMERICAN LINE STEAMERS WILL HEREAFTER BE AMPLE TO PROVIDE FOR EVERY PERSON ON BOARD.

Emil L. Boas,
Resident Director and General Manager.

HAMBURG AMERICAN
Largest S. S. Co. Over 400 SHIPS
in the World. 1,210,000 TONS

Atlantic Service
London-Paris-Hamburg

APRIL SAILINGS
Pres. Lincoln..25th, 1 P. M.
Kais'n Aug.Vic.30th, 10 A.M.

MAY SAILINGS
§‖Pretoria ... 4th, 12 Noon
Victoria Luise. 7th, 10 A. M.
§*Batavia ....11th, 1 P. M.
Amerika ....16th, 9 A. M.
Pres. Grant...18th, 10 A. M.
§‖Pennsylvania.23d, 11 A. M.
Cincinnati ...25th, 1 P. M.
Kais'n Aug.Vic.30th, 9 A.M.

JUNE SAILINGS
Victoria Luise. 6th, 9 A. M.
Pres. Lincoln. 8th, 11 A. M.
Amerika ....13th, 9 A. M.
§‖Pretoria ...15th, 9 A. M.
Cleveland ...20th, 10 A. M.
Hamburg .....22d, 12 Noon
Kais'n Aug.Vic.27th, 9 A.M.
Pres. Grant...29th, 10 A. M.
*Hamburg direct. §2d cabin only. ¶ Will call at Boulogne.

Mediterranean
Gibraltar, Naples, Genoa
S. S. Hamburg..May 15, 9 A. M.
S.S. Moltke, May 29, July 6, 10 A.L.

SUMMER CRUISES
To the LAND OF THE MIDNIGHT SUN. Eight delightful cruise, during June, July and August, from Hamburg to Norway, North Cape Spitzbergen.
DURATION 14 TO 26 DAYS.
Cost $62.50 and up
Splendid service, large steamships "VICTORIA LUISE" "KRONPRINZESSIN CECILIE," and "METEOR."

JAMAICA AND THE PANAMA CANAL
CUBA, HAYTI, COLOMBIA, COSTA RICA.
—WEEKLY SAILINGS BY—
"Prinz" and other Steamers
To Panama $75 ROUND TRIP $142.50

25-DAY CRUISES, $140
allowing 2 to 3 days on Isthmus. Optional Shore Excursion.
—NEXT SAILING—
S. S. Prinz Sigismund
April 27, 2 P. M.
Connecting with PERU-CHILE to and from PANAMA.

Write for booklet of any cruise
Hamburg-American LINE
41-45 Broadway, N.Y.
'Phone 1900 Rector.

COPYRIGHT 1912

EUROPE.
EUROPE Steamship tickets for all lines. Choicest berths. Lowest rates. International Sleeping Car Co., 281 5th Ave.

PUBLIC NOTICES.

CITY OF NEW YORK.
Board of Estimate and Apportionment.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held March 28, 1912, the following petition was received:

TO THE HONORABLE THE BOARD OF Estimate and Apportionment of the City of New York:

Gentlemen:

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, a street surface railroad corporation, duly incorporated and doing business under and by virtue of the laws of the State of New York, hereby makes application for a franchise to construct, operate, and maintain a street surface railroad for the transportation of persons and property, together with the necessary connections, switches and turnouts, appurtenances and appliances, to be operated by electricity conducted and supplied through the overhead single trolley system, along the routes in the Borough of Brooklyn, City of New York, described as follows:

Commencing at a point at or near the intersection of Ninth Street and Fourth Avenue, and running thence in a northeasterly direction along Fourth Avenue to Flatbush Avenue and continuing across Flatbush Avenue into and along Ashland Place to Fulton Street with double tracks, and continuing from thence with a single track northerly along Ashland Place to De Kalb Avenue, and also with a single track from a point at or near the intersection of Ashland Place and Fulton Street; running in a westerly direction along Fulton Street to a point at or near the intersection of Fulton Street and Rockwell Place, and from thence northerly into and along Rockwell Place to De Kalb Avenue.

Dated March 11th, 1912.

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY,
By S. W. HUFF, President.

[Seal]

Attest: JOHN A. THAKE, Asst. Sec'y.

State of New York, City of New York, County of Kings, ss.:

On the 11th day of March, 1912, before me personally came S. W. Huff, to me known, who, being by me duly sworn, did depose and say: That he resides in the Borough of Brooklyn, City of New York; that he is the President of the Coney Island and Brooklyn Railroad Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

GEORGE P. FORT,
Notary Public, Kings County.

and the following resolutions were thereupon adopted:

Whereas, the foregoing petition from the Coney Island and Brooklyn Railroad Company, dated March 11, 1912, was presented to the Board of Estimate and Apportionment at a meeting held March 28, 1912,

Resolved, That in pursuance of law this board sets Thursday, the 25th day of April, 1912, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in the City of New York, to be designated by the Mayor, and for at least ten (10) days in the "City Record" immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

The Times and the New York Press designated. JOSEPH HAAG, Secretary.

New York, March 28, 1912.

TRAVELERS' GUIDE—STEAMSHIPS. TRAVELERS' GUIDE—STEAMSHIPS. TRAVELERS' GUIDE—STEAMSHIPS.

CUNARD
The Fastest Steamers in the World

Mauretania — APRIL 24 June 12 Aug. 21
Lusitania — May 22 July 3 Sept. 11; 1 A. M. July 24 Oct. 2
May 8 June 19 Aug. 28; May 29 July 10 Sept. 18; 1 A. M. Aug. 7 Oct. 9

CARONIA — May 4, 10 A.M. June 29; June 1, 10 A.M. July 31
CAMPANIA — May 15, 1 A.M. June 26; June 5, 1 A.M. July 17
CARMANIA — May 18, 10 A.M. July 13; June 15, 10 A.M. Aug. 10

The "Lusitania," "Mauretania," and "Campania" will sail from New York at 1 A. M. Wednesdays, subject to the discretion of the Commander.

LIVERPOOL, LONDON, PARIS, BERLIN, VIENNA
VIA QUEENSTOWN AND FISHGUARD
Mauretania and Lusitania do not stop at Queenstown, eastbound.

New York-Mediterranean-Adriatic Service
Calling at Madeira, Gibraltar, Genoa, Naples, Trieste, Fiume.
Write for itinerary. Sailing hour noon.

SAXONIA	PANNONIA	IVERNIA	CARPATHIA
April 25	a b May 2	May 16	a May 30
June 12	a b June 20	July 3	a July 18

a Omits Madeira. b Omits Genoa. Quotations furnished for any Tours. Round the World Trips $600 and up. Special through rates to Egypt, India, China, Japan, Manila, South Africa and South America.
Piers Foot W. 14th St., North River, N. Y. Offices, 24 State St., Opp. Battery

INTERNATIONAL MERCANTILE MARINE LINES
ALL OUR STEAMERS HAVE WIRELESS TELEGRAPH AND SUBMARINE SIGNALS
The Largest Steamer in the World
New 45,000 Ton OLYMPIC Sails from NEW YORK MAY 4
MAY 25—JUNE 15 JULY 6—JULY 27
FRENCH A LA CARTE RESTAURANT, TURKISH & ELECTRIC BATHS, SWIMMING POOL, FOUR ELEVATORS, GYMNASIUM, VERANDAH CAFE, PALM COURT, SQUASH RACQUET COURT.

NEARBY SAILINGS
Celtic..... April 25, 12:00 Noon
Kroonland... April 27, 10:00 A. M.
Adriatic..... May 2, 12:00 Noon
Minnetonka.. May 4, 10:30 A. M.

AMERICAN Pier 62, N. R. 9:30 A. M.
Plymouth—Cherbourg—Southampton
St. Louis.....May 11 | New York.....May 25

ATLANTIC TRANSPORT
New York—London Direct. Pier 58, N.R.
Minnetonka.May 4, 10:30 AM | Minnewaska..May 18
Minnehaha...May 11, 1 PM | Minneapolis.May 25

RED STAR Pier 61, N. R. 10 A. M.
London, Paris via Dover—Antwerp
Kroonland.....Apr. 27 | Vaderland .....May 11
Finland.....May 4 | Lapland .....May 18

WHITE STAR Piers 59 & 60, N. R.
Plymouth—Cherbourg—Southampton
Olympic (new)..May 4 | Oceanic.....May 18
Phila'phia.My.11, 9:30AM | Olympic (new)..May 25

New York—Queenstown—Liverpool
Celtic.....Apr. 26, noon | Baltic.....May 9
Adriatic....May 2, noon | Cedric.....May 16

FROM BOSTON To The MEDITERRANEAN
CANOPIC, Ap.27, 5 PM. CRETIC, May 18, 11 AM

CANADIAN SERVICE.
LARGEST STEAMERS FROM CANADA
MONTREAL VIA QUEBEC TO LIVERPOOL
MEGANTIC May 11, June 8, July 6
*TEUTONIC May 18, June 15, July 13
LAURENTIC May 25, June 22, July 20
*CANADA June 1, June 29, July 27
*Only One Class of Cabin (II) Passengers.
PASSENGER DEPARTMENT, 9 BROADWAY, NEW YORK.

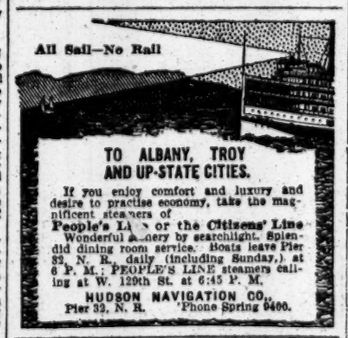
The Royal Mail Steam Packet Co's
"ARCADIAN"
TO CHERBOURG AND
SOUTHAMPTON
VIA WEST INDIES
LEAVING NEW YORK APRIL 27th $175 AND UP
A FASCINATING ROUTE
A MAGNIFICENT STEAMER
Twin screw, registered tonnage 8,938, wireless, submarine signals and every known device for safety and comfort
SANDERSON & SON, Gen. Agts., 22 State St., N. Y.
OR ANY STEAMSHIP TICKET AGENT

ANCHOR LINE
GLASGOW via Moville LONDONDERRY
Cameronia..Apr. 27, 3 PM | Columbia..May 11, 2 PM
Caledonia..May 4, 10 AM | California..May 18, 10 AM
FIRST CABIN, $70 and $75.
SECOND CABIN, $50 and upward.
THIRD CLASS, $32.50.
For new Illustrated Book of Tours apply HENDERSON BROTHERS, 17-19 Broadway.

E. H. LOW AGENT ALL LINES REGULAR RATES. 1123 B'WAY, N.Y. TEL. 1308 MAD. SQ.

TRAVELERS' GUIDE—STEAMBOATS.

FALL RIVER LINE
TO BOSTON $3.00
Leave Pier 19, N. R., New York, daily at 5:30 P. M. Strs. COMMONWEALTH and PRISCILLA. Orchestra on each.
New London (Norwich) Line. Leave Pier 40, N.R. ft. Clarkson St., week days only, 5:00 P. M.; Pier 70, E. R., ft. E. 22d St., 6:30 P. M. Steamers MAINE and CITY OF LOWELL.
New Haven Line. Leave Pier 23, E. R. 2:45 P. M., week days only. Str. RICHARD PECK.
Bridgeport Line. Week days only. Leave Pier 27, E. R., 11 A. M. Str. NAUGATUCK.
Tickets, etc., at 171 Broadway, Transfer Tourist Offices and Piers.
THE NEW ENGLAND NAVIGATION CO.

All Sail—No Rail

TO ALBANY, TROY AND UP-STATE CITIES.
If you enjoy comfort and luxury and desire to practise economy, take the magnificent steamers of People's Line or the Citizens' Line
Wonderful scenery by searchlight. Splendid dining room service. Boats leave Pier 32, N. R., daily (including Sunday,) at 6 P. M.; PEOPLE'S LINE steamers calling at W. 129th St. at 6:45 P. M.
HUDSON NAVIGATION CO., Pier 32, N. R. 'Phone Spring 6400.

JOY LINE $2.40 TO BOSTON VIA BOAT & RAIL.
Providence Direct, $1.50 | Worcester, $2.40
Daily, including Sunday, 5:30 P. M. From Pier 19, East River.
New Management. Improved Service. City Ticket Office, 290 Broadway, N. Y.

CATSKILL EVENING LINES
Passenger service Mondays, Wednesdays and Fridays, from Pier 43, N. R., foot of Christopher St., at 6:30 P. M. Freight service daily. Telephone 1097 Spring.

BOSTON via Providence, $2.50. Daily, inc. Sunday. Colonial Line, Pier 39, N. R., 5:30 P. M.

EXCURSIONS AND TOURS.

BERMUDA TOURS
Personally Conducted.
Including Hotels, Drives, Sight-Seeing, etc.
May 2.....7 days, $40.00
June 13 and 26.....9 days, $38.50
Frank Tourist Co.,
Tel. 1940 Franklin. 396 Broadway, New York.

Clark's Tours To Europe, North Cape, Orient, Round the World and South America.
Times Bldg., N. Y.

FOREIGN HOTELS AND RESORTS.

England.

PICCADILLY HOTEL, LONDON.
Every modern improvement. Hot Water Radiators, Hot and Cold Water and Telephone in every room. 150 Bathrooms. For tariffs apply Town & Country Bureau, 380 Fifth Ave., N. Y.

Germany.

BAD WILDUNGEN.—Illustrated booklet from Charles Van der Bruck, 61 Park Place, New York.

BERMUDA SHORT OCEAN TOURS. Next departure Wednesday, April 24th, by the Quebec S. S. Co.'s luxurious twin-screw S. S. "BERMUDIAN," 10,518 tons, with Cabins de Luxe, Orchestra, etc. $50 and up
8 DAYS, INCLUSIVE FARE.
THOS. COOK & SON
245 Broadway, 264 and 353 Fifth Ave., 2389 Broadway, New York.

NORTH GERMAN LLOYD
EXPRESS SAILINGS TUESDAYS
FAST MAIL SAILINGS THURSDAYS
FOR
LONDON - PARIS - BREMEN
SAILINGS ON SATURDAYS FOR
THE MEDITERRANEAN
OELRICHS & CO., Gen. Agts., 5 B'way, N. Y.

AUSTRO-AMERICAN LINE
MEDITERRANEAN ADRIATIC
Between New York & ALGIERS, ITALY, GREECE, AUSTRIA, KAISER FRANZ JOSEF I. (new), MARTHA WASHINGTON, etc. Literature furnished on application. First-class, $70 up. Thru Bookings Dalmatia, Levant, Orient, India, China, Japan.
PHELPS BROS. & CO., General Agents, 17 Battery Place, N. Y. City.

Spring Tours to TEXAS
Enjoy the refreshing sea trip to Galveston, playground of the great Southwest, with its surf bathing, fine hotels and outdoor sports. See San Antonio and its famous Alamo, Aransas Pass, Corpus Cristi and other historic points. Sailings Wednesdays and Saturdays.
MALLORY STEAMSHIP CO.,
290 Broadway, or Pier 45, North River, N. Y.

The Compagnie Generale Transatlantique takes this opportunity to advise the travelling public that all steamers of their fleet are already under instructions, from the Home Office in Paris, to follow, both eastbound and westbound, the most southerly course, in order to avoid any possibility of danger due to the presence of ice-fields already reported.

FRENCH LINE
Compagnie Generale Transatlantique
DIRECT LINE TO HAVRE-PARIS (France).
Sailing Every Thursday at 10 A. M.
From Pier 57, North River, foot of West 15th St.
*La Savoie.....April 25 | *La Savoie.....May 16
†France (new)...May 2 | *La Lorraine.....May 23
*La Provence....May 9 | †France (new)....May 30
*Twin-screw steamer. †Quadruple-screw steamer.
SPECIAL SATURDAY SAILING 8 P. M.
One class Cabin (II) and Third-class Passengers Only.
‡Rochambeau (new).....April 27
General Agency, 19 State St., N. Y.

$50 and up to Europe
Regular Sailings to Rotterdam by large one cabin steamers from New York. Write for booklet, plans, etc.
Uranium S. S. Co. Ltd., 12 B'way, N. Y.

BERMUDA ROUND TRIP $30 UP
By the S. S. "ARCADIAN," Saturdays, 11 A. M. Tickets by Arcadian & Bermudian are interchangeable. THE ROYAL MAIL STEAM PACKET CO. 32 State St., N. Y., Thos. Cook & Son, 245 and 2389 Broadway, 264 and 353 Fifth Av.; Raymond & Whitcomb, 225 Fifth Av., N. Y.
OR ANY STEAMSHIP TICKET AGENT.

HOLLAND AMERICA LINE
Paris—London—Rotterdam.
Twin-Screw Sailings Tues., 10 AM
†Rotterdam.....April 23
†Potsdam.....April 30
†New Amsterdam.....May 7
*Noordam.....May 14
*VIA BOULOGNE sur M.
†VIA PLYMOUTH & BOULOGNE.
Office 39 B'way, N. Y.

Lilies, palms, crystal caves, corals. Boating, bathing, fishing, cycling, golf. See BERMUDA by the 14,000-ton OCEANA
Speediest, grandest liner. Lowest rates. Bermuda-Atlantic Line, 290 B'way, N. Y.

LLOYD ITALIANO
TO ITALY IN 11 DAYS.
Mendoza, May 9; June 29. Taormina, May 14; June 30.
Rates $65, $70, $75, and up.
C. B. RICHARD & CO., 31 B'way, N. Y.

FABRE LINE TO THE RIVIERA
AZORES, LISBON, NAPLES, MARSEILLES, etc.
Weekly Sailings (approx.) Write for literature.
1st class rate, $75.00 & up. 2nd class $55.00.
JAS. W. ELWELL & CO., G. A., 17 State St., N. Y.

SHIPPING AND MAILS

Miniature Almanac for To-day.

Sun rises..5:11 | Sun sets..6:46 | Moon sets..12:03

THE TIDES.

| | High Water. A.M. | High Water

$100,000

New York City

3½% Registered Bonds Due 1953

Interest payable May 1 and November 1

Price 87 and Interest To net over 4.15%

Wm.A.Read&Co

31 Pine Street
New York
Boston London Chicago

Common Sense Investment

One of the important rules of common sense investment is DIVERSIFICATION; it being practised by banks, insurance companies and well informed investors generally.

If you will indicate to us the NATURE OF THE FUNDS you may have for investment, and the AMOUNT OF THE SAME, we shall be glad to submit to you RELIABLE AND DIVERSIFIED INVESTMENTS to yield a return averaging about 5 PER CENT.

Our offerings include Railroad Bonds, Municipal Bonds, Public Utility Bonds, Guaranteed Terminal Bonds and Industrial Bonds.

Write for Bond Circular No. 845 "Investment Securities"

Spencer Trask & Co.

Investment Bankers
43 Exchange Place, New York
ALBANY—BOSTON—CHICAGO

Listed Trunk Line Railroad Bond

Yielding about 5%

Market value of junior securities indicates an equity exceeding $40,000,000.

Earnings applicable to interest nearly double amount required.

Descriptive Circular on Request.

N.W.Halsey&Co

49 Wall Street, New York
Philadelphia Chicago San Francisco

Indebtedness, $1,500,000 Assets over 8,000,000

We offer, AT A PRICE TO YIELD 6%, bonds having a mortgage lien on well-known and valuable MANHATTAN REAL ESTATE, guaranteed principal and interest by a corporation doing $20,000,000 gross business annually, with net earnings SIXTEEN TIMES interest on the bonds.

Circular on request.

F. J. Lisman & Co.

Members N. Y. and Chicago Stock Exchanges
30 Broad St., New York
Philadelphia Chicago Boston Hartford

We will send upon request

APRIL

BOND CIRCULAR

describing securities yielding from

4% to 6%

Farson, Son & Co.

Members New York Stock Exchange.
New York 21 Broad Street
Chicago First Nat'l Bank Bldg.

BLAIR&CO

24 BROAD ST., NEW YORK

Domestic and Foreign Bankers

INVESTMENT SECURITIES

Travelers Letters of Credit

International Nickel Securities
Du Pont Powder Securities
Standard Paint Co. Stock
Oil Fields of Mexico Stock
Kings Co. Elec. Lt. & Pow. Stocks & Bonds
Safety Car Heating and Lighting
American Typefounders Com. & Pfd.
Union Typewriter Com. 1st and 2d Pfd.
International Motors Com. & Pref.
Federal Sugar Com. & Pref.
Central Foundry Securities
International Agricultural Com. & Pref.
Bankers Trust Co.
Hanover National Bank
Chemical National Bank
Bank of Manhattan Co.
Union Trust Co.
Lawyers Title Insurance & Trust Co.
Citizens Central National Bank
International Salt 1st 5s, 1951

S. H. P. PELL & CO.

Members New York Stock Exchange,
Dealers in Unlisted and Inactive Securities,
Tel. 7865-6-7-8-9 Hanover. 37 Wall St., N. Y.

Tennessee Ry. Light & Power Co. 6% Cumulative Preferred Stock

WHEN, AS AND IF ISSUED.

Swartwout & Appenzellar

Members New York Stock Exchange,
44 Pine Street, New York.

KAN. CITY, FT. SCOTT & MEMPHIS Rfdg. 4s, 1936

BETHLEHEM STEEL CO. 6s, 1914

J. S. Bache & Co.

42 Broadway. Tel. 6400 Broad.

THE FINANCIAL SITUATION

Last week's stock market cannot be judged by ordinary standards, for the dealings on the Stock Exchange labored under the feeling of deep depression caused by the news of the awful sea tragedy, for the details of which, after the first appalling news, the world was kept in suspense for days. The effect of the influence exerted by this event was calculated to lessen somewhat the force of the adverse as well as of the favorable features of the routine developments of the week, for even those bearishly inclined hesitated at such a time to give market expression to their judgment regarding the casual incidents of the week. While it may be granted that the direct effect from the financial point of view of the tragedy, which has brought such loss, will be relatively small after the feeling of horror has been lessened by the passing of the days, still it is not going very far afield under the circumstances to find in the destruction of this greatest of ocean craft a warning which is not without application to the spirit of the day in things commercial and political, particularly as the latter bears upon business and finance. There has been displayed in many ways of late the disposition to speed ahead, with too little regard for consequences, and to leave the counting of the costs to subsequent experience rather than to apply judgment and foresight in dealing with economic questions. There is no field of human endeavor in which such an overwhelming catastrophe as that which sent the Titanic to the bottom, with all the attending loss of life, should not carry its lesson, and in the affairs with which we are dealing more particularly here the lesson seems to be one of caution in following proposals of untried merit, which may lead into positions from which it would be very difficult to retreat.

One of the grounds on which the increasing confidence in business as well as in the financial world was based was that some such spirit of caution would prevail over radicalism, and this confidence still persists despite the recent events, which to some extent suggest that demagogic proposals are receiving more popular support than had been generally supposed. This general feeling of confidence underwent no real change last week, but it is true that in one or two directions events moved unfavorably, although the security markets have not by any means abandoned hope of a favorable outcome. This particularly was true of the railroad labor situation, where the negotiations between the locomotive engineers and the managers of the railroads reached a critical stage. Adverse in their character, too, were the course of events in Mexico, and the uneasiness which the latest stage of the Turko-Italian war caused in Europe, while here at home, in addition to the labor situation, the markets were confronted with a further sharp rise in the grain markets, which, though admittedly coupled with a great deal of speculation, would not normally have been without somewhat greater effect, than actually was exerted, upon security values. Still another factor of unfavorable influence was the result of the Pennsylvania primaries, of which the markets did not have news until Monday last. On the other hand, a hopeful survey of the week's events in ordinary affairs would find substantial offsets to some, at least, of these adverse influences. Improvement in the steel trade was one of these offsets, and there conditions were bettered sufficiently to warrant an organ of the steel trade in describing the situation as highly encouraging. Steelmakers appear successfully to be advancing the prices at which they are selling their output, and while recent heavy production has probably continued to reduce the amount of unfilled orders there are indications that the steel mills are in a way to replace this tonnage with new orders taken at a higher level of prices. The second most important of the metal industries maintained its position of strength last week, and shareholders in the copper-producing companies received the substantial encouragement afforded by an increase in the Amalgamated Copper Company's dividend from 2 per cent. to 4 per cent. a year.

There was published last week the statement of the country's foreign commerce for the month of March, showing that our exports reached a new high record for the month, while imports were larger than for any previous March, with the single exception of that month in 1910. So much greater, however, was the growth in exports than in imports that our credit trade balance for the month was greater than in any previous years, with the exceptions of 1908, when imports were abnormally restricted because of the financial disturbances of the previous Fall, and of 1898, when somewhat similar conditions prevailed. The strides which we have lately made in our foreign commerce may well urge the country to still greater efforts in reaching the markets of the world. The very large measure of success which we have already obtained suggests how much greater are the opportunities which still lie before us when we come to claim our full share of those markets which we have as yet very imperfectly developed—such, for instance, as the South American field, in which we ought to be trading much more largely than we are.

A further rise of several cents a bushel in the price of wheat making a total advance of 12 cents in a fortnight gave to the grain markets an aspect of uneasiness over the crop results, which seemed but imperfectly borne out by the known facts regarding the condition of the crops already in the ground and the prospects for those which are still to be planted. It had, it must be remembered, been known that conditions east of the Mississippi were by no means as favorable for the wheat and rye crops as those west of the river, and it was from the former section that the grain markets were receiving most of the advices which, coupled with the unfavorable Government report of the previous week, were made the basis for the rise in wheat.

So far as the actual course of prices on the Stock Exchange is concerned the sharp rise on Monday following the news of the success of Mr. Roosevelt in the Pennsylvania Presidential primary, when an opposite result had been expected from political news of this characters, was interperted as an indication that the spirit of market hopefulness was sufficiently strong to over-ride all but the most compelling of adverse influences. Then came the woeful news from the sea, and trading thereafter lagged more and more though prices, particularly in certain stocks, showed sufficient strength to keep alive the general view of the market position which had been formed on Monday. The favorable bank statement of a week ago and the resultant greater ease in call money served to lessen if not to dissipate any feeling of uneasiness which had previously prevailed regarding the money factor in the security market, but it is necessary to recall in this connection that the greatly lessened activity on the Stock Exchange relieved the money market for the moment of any necessity of financing further speculative engagements. On the other hand, announcement of the proposed issue by New York City of $65,000,000 4¼ per cent. bonds, and the lesser items of financing made known during the week indicated the increasing requirements for other than Stock Exchange needs for which the money market has to provide.

THE MARKETS OF EUROPE

LONDON HOPEFUL AFTER SLUMP

Underlying Conditions Help Recovery Following the Sea Tragedy.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 21.—The general decline in prices, which marked the week was a natural result of such news as the Titanic disaster and the Italian action in the Dardanelles, but the underlying conditions remained hopeful.

The industrial market was the first to recover from the depression, led by the Marconi stocks, which had fallen heavily on realizations, said to have come from members of Lloyd's.

A weakening of the rates was the feature of the money and discount markets.

BOERSE BUOYANT.

Titanic Loss Does Not Affect German Shipping Shares.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

BERLIN, April 21.—Operations on the Boerse last week showed a buoyant tendency, to which the encouraging condition of the local steel and iron market was the principal factor. The Italian bombardment of the Dardanelles caused only a temporary depression.

Canadian Pacifics continued to advance on a rumor that the English Government was about to invest heavily in the road's stock.

German shipping shares were not affected by the Titanic disaster, and closed higher. The Hansa Line scored a record advance for the week of 18½ points.

PARIS MARKET DISTURBED.

Business Is Slack and the Outlook Is Not Cheerful.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

PARIS, April 21.—A smart rally before Easter seems to have exhausted the energies and resources of operators for the moment. Lack of business must once more be registered as a salient feature of the week.

Although settlement passed off easily with a mean contango rate of 3½, the seriousness of the effect on Wall Street of the Titanic disaster, the Italian naval action in the Dardanelles, and the news of the revolution at Fez were factors that exercised a disturbing influence in practically all markets.

Rios were buoyant early in the week, but relapsed on news of the Titanic's loss, and closed weaker than for several previous weeks. Other American stocks were indifferent.

The outlook for the immediate future is not regarded as cheerful.

Potter, Choate & Prentice

BANKERS

Members N. Y. Stock Exchange

¶ Transact a general banking and commission business. ¶ Deal in high grade investment issues. ¶ Execute orders in all markets. ¶ Collect and remit interest and dividends. ¶ Allow interest on funds awaiting investment.

NATIONAL CITY BANK BUILDING
55 Wall Street
TELEPHONE BROAD 6200 NEW YORK, N. Y.

The American Agricultural Chemical Company

First Mortgage Sinking Fund 5% Convertible Gold Bonds

Due October 1st, 1928. Interest payable April 1st and October 1st

Convertible into 6% Cumulative Preferred Stock at par.

In 1911 the Company earned more than seven times the interest on these bonds.

PRICE AND DETAILED DESCRIPTION ON APPLICATION.

CLARK, DODGE & CO.

BANKERS

51 Wall St., New York The Rookery, Chicago

William P. Bonbright & Co.

BANKERS

24 Broad Street, New York
16 George Street, Mansion House, London, E. C.
Colorado Springs, Colorado

Selected Public Utility Securities Bonds and Preferred Stocks

Details Upon Application.

Bertron, Griscom & Jenks

40 Wall Street, New York. Land Title Bldg., Philadelphia.

Investment Securities

We specialize in organizing, operating, financing and selling the securities of public service corporations.

Members New York Stock Exchange.

DOMINICK & DOMINICK

Members New York Stock Exchange.

Established 1870.

115 Broadway, New York. 200 5th Ave., cor. 23rd St.

Bankers and Dealers in Investment Securities.

List of Selected Bonds and Preferred Stocks sent on application.

STANDARD OIL ISSUES

WANTED		FOR SALE	
100	Buckeye Pipe Line	5	Atlantic Refining
50	Crescent Pipe Line	5	Cumberland Pipe Line
25	Galena Signal Pfd.	10	Eureka Pipe Line
20	Indiana Pipe Line	25	Galena Signal Com.
100	National Transit	10	New York Transit
100	Ohio Oil	5	Solar Refining
25	Prairie Oil & Gas	5	South Penn Oil
40	Southern Pipe Line	25	Standard of Indiana
25	South West Pa. Pipe Line	10	Standard of Kansas
100	Standard Oil, Old Stock	5	Standard of Nebraska
100	Stand. Oil Subs. en bloc	25	Standard of New Jersey
25	Standard of Cal.	25	Standard of New York
100	Vacuum Warrants	5	Standard of Ohio

We will also buy scrip or complete fractions to make full shares. Calculations upon request.

We quote all Standard Oil Subsidiaries for various New York Daily Papers.

Gilbert Eliott & Co.

Specialists

34 Pine St., N. Y. Tel. John 855

NEW JERSEY TAX EXEMPT SECURITIES

We have prepared a pamphlet including under one cover a list of all steam railroad bonds which are now exempt from taxation in the State of New Jersey. In addition to classifying these securities under the railroad systems to which they belong, we have endeavored to give concisely a description of each individual security. Copies of this pamphlet will be forwarded upon request.

L. von HOFFMANN & CO.

56 Wall Street New York City

Rhoades & Company

Members New York Stock Exchange

45 Wall St. Bankers New York

OFFERINGS WANTED

Brooklyn Union El.

$500 Mich. State Tel. 1st 5s

TEFFT & COMPANY

3 Nassau St., New York, N. Y.

We Offer

A First Mortgage Bond

NETTING 5.15%

A public utility which is one of the most substantial and most successful of its kind in the United States.

Bonds are followed by listed dividend paying stock with a market value of more than two and one-half times the outstanding bonded debt.

Net earnings are four times the interest requirements of its bonded debt.

Bonds are listed on three exchanges.

Write for Circular.

J. S. & W. S. KUHN, Inc.

BANKERS

39 Wall St., New York

Philadelphia Pittsburgh Chicago

MACKAY & CO.

Bankers

Members New York Stock Exchange. Dealers in High Grade Bonds and other Investment Securities. Interest allowed on deposits.

National City Bank Building
55 Wall Street
New York

Security and Income

Bonds of companies supplying necessities essential to the public welfare.

Earnings of companies not affected by business depression.

Safety of principal and interest assured.

Offerings furnished on application for Circular "M."

White & Co.

Bankers

25 Pine Street New York City

HOUSTON BELT & TERMINAL RAILWAY COMPANY

First Mtge. 5% S. F. Gold Bonds.

Due July 1, 1937

First mortgage on all the freight and passenger terminal facilities in Houston, Texas.

Guaranteed as to interest and Sinking Fund by the four railroad companies owning properties jointly.

Price to Yield 5%

Write for Descriptive Circular.

Estabrook & Co.

Members { New York Stock Exchange / Boston Stock Exchange

24 Broad St., New York

FACTORS affecting **Market Movements** are summarized in our monthly review of **Fundamental Conditions.**

MAILED UPON REQUEST.

HORNBLOWER & WEEKS

Members New York & Boston Stock Exchanges

42 Broadway, New York

Telephone Broad 6780

Pac. Gas & Elec. Stocks & Rights
Amer. Light & Traction Co. Stocks
International Nickel Common
Tri-City R'way & Light Co. Stocks
Federal Light & Trac. Co. Stocks
Phelps Dodge Co. Stock
Pope Mfg. Co. Stocks
Standard Gas & Electric Pref.

Lamarche & Coady

'Phone 3661 Broad

25 Broad Street, New York

W. N. COLER & CO., Bankers

43 Cedar St., New York City

Established 1870

Municipal Bonds, legal for Savings Banks, trust funds and Postal Savings Trustees; to Yield 4½% to 5%. Apply for list.

J. K. Rice, Jr. & Co. Will Buy

200 Computing-Tabulating-Recording Stock
25 Cook & Bernheimer Com. & Pfd. Stock
100 Grand Rapids & Indiana Railway Stock
100 Midland Steel Stock
100 Phelps, Dodge & Co. Stock
100 Pocahontas Cons. Coll. Com. & Pfd. Stock
25 Realty Associates Stock
100 Union Typewr. 1st & 2d Pfd. & Com. Stock

J. K. Rice, Jr. & Co.

'Phones 7460 to 7466 Hanover. 33 Wall St., N. Y.

Henry Clews & Co.

BANKERS,
11, 13, 15, 17, AND 19 BROAD ST.
MEMBERS N. Y. STOCK EXCHANGE.
STOCKS and BONDS bought and sold for investors and carried on liberal terms.
Banking accounts received subject to check at sight. Interest paid on daily balances.
LETTERS OF CREDIT
issued available the world over.

STEEL BARS HIGHER, MORE ADVANCES DUE

Plates and Shapes to be Held for $25 a Ton, If Present Buying Continues.

COKE STILL AT HIGH LEVEL

Pig Iron Soon to Become Scarcer—Steel Companies Not So Willing to Sell Surplus Product.

Special to The New York Times.

PITTSBURGH, April 21.—In pig iron there is still no trouble in handling shipments as needed, on account of the very great increase in pig iron capacity in this district during the past three years; but in coke and crude steel orders for prompt shipment are placed with difficulty. The result is a coke market at levels that would have been considered impossible sixty days ago, and a wholly nominal crude steel market.

Pig iron promises to become scarcer as the steel companies, which have been selling their excess product one by one, get out of the field. In the East, the Bethlehem Steel Company already has withdrawn as a seller of pig iron. Two Ohio Valley companies, which have sold considerable basic and Bessemer iron during the past six months, are said to be about ready to withdraw and use their entire product in their own steel mills. The steel manufacturer is always a disturbing element as a seller of pig iron, when he enters the market, since he has not made the iron particularly for the profit he can get from it, but as a means of keeping his own plant in operation.

The nominal level in crude steel during the week was $20 for billets and $21 for sheet and tin bars; but premiums of $1 to $1.50 were paid on these prices for emergency shipments. There was a good deal of hesitation about contracting at the opening of the year, and a number of instances are known where supplementary contracts were made for second quarter, that still are proving insufficient to keep the finishing mills going. In coke the expected decline from the top prices asked when the coal strike seemed imminent has not come. When, on the eve of what seemed like a desperate wage struggle in the bituminous coal fields, run-of-mine coal went to $1.80 and $1.90 in this district, Connellsville furnace coke advanced to $2.60. Coal is down to its normal level, $1.10 to $1.15 for run-of-mine and 90 cents to $1 for slack, while spot furnace coke stays at $2.55 to $2.65. This in contrast with $1.55 to $1.60 for spot furnace coke last January.

The coke market is affecting the small independent merchant furnace plants that would like to resume with the growing demand for pig iron. They have no first half contracts for coke, and would be forced to pay the full spot figure, as against $1.60 to $1.70, the prices at which the larger furnace interests contracted for their coke for the full first half.

Two large tonnages of basic iron were sold in Cincinnati district last week by Cleveland furnaces at 50 to 60 cents below the price asked at Valley furnace by basic producers. The buyers of the Cleveland tonnage got their iron at $12.50 Cleveland furnace, while the asking price for basic in the Valleys has been $13, $13.10 and higher at furnace. Spot tonnages of basic have sold at $13.25 Valley furnace.

Bessemer pig iron holds at $14.25 Valley furnace.

The advance of $1 a ton in steel bars, which was put in effect yesterday by the Carnegie Steel Company and was joined in by the Republic Iron & Steel Company and the leading independent producers of this region, is understood to be the signal for the bringing of the heavier lines of finished products up to a more lucrative level. Steel bars had been selling at 1.15c, just $2 a ton above the low point of last Fall. The new price puts the minimum at 1.20c, the same as for plates and shapes. The understanding is that plates and shapes are now to be advanced to 1.25c, or $25 a ton, and that ultimately, if the present buying continues at a rate to justify the increases, bars will be put up to 1.25c and plates and shapes to 1.30c by the opening of next July.

Pipe and tin plate are participating in the general tonnage movement, all mills being pushed for prompt shipment material.

POTATO PRICES DECLINE.

Liberal Shipments Also Send General Vegetable Market Down.

The feature of the week's trading in the New York produce market was the downward revision of prices on old potatoes after several weeks of record levels. European stock also participated in the decline, which was precipitated, it is said, by the receipt of heavy imports and larger shipments of new stock from Florida and Bermuda. Buying was not overactive, and the general closing tone of the market was weak. Maine potatoes showed a decline of about 25 cents per bag of 180 pounds, and prices on New York State tubers fell off in an equal degree.

The general vegetable market also showed a decline under the receipt of liberal shipments. Asparagus was freely offered at prices ranging from $1 to $3.50 per dozen bunches. Onions showed the greatest strength in the week's transactions. Domestic old stock offered was irregular, and brought a wide variety of prices. Offerings of fancy Mexican stock were light and brought on the average around $3.25 per bag. The situation in new offerings remained practically unchanged.

Peas, lettuce, tomatoes, and cabbage were received in moderate quantities, and prices on these vegetables were generally firm. Supplies of beans, cucumbers, celery, eggplants, kale, and radishes were received in excess of the demand for them, and consequently prices quoted are said to have favored buyers.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

H. B. Claflin & Co. for dividend on first and second preferred.

DIVIDENDS PAYABLE.

American Locomotive Co., on preferred.
Oklahoma National Gas Co.

Stockholders consult The New York Times Weekly Financial Review for information on every bond and stock dealt in on the Exchanges and the Curb. Latest movements in metal and commodities markets. Full and realiable quotation lists. Every Monday. Mailed to any address in the United States for One Dollar a year.—Adv.

YEAR'S RANGE IN PUBLIC SECURITIES.

Where no sale occurred in 1912 the last previous price is given.

	Highest.		Lowest.		Last Sale.	
Alabama Currency Fund 4s..J. J.	.....		.....		111	Mar. 20, 1904
Louisiana consol. 4s, 1914....J. J.	.....		.....		99	May 12, 1911
N. Y. H'y Imp. 4s, March 1, 1958.	.....		.....		103¾	Oct. 20, 1911
N. Y. H'y Imp. 4s, March 1, 1960.	.....		.....		105½	Oct. 23, 1910
N. Y. State 4s, June, 1961....M. S.	102⅞	Jan. 23	101¾	Jan 4	102	Apr. 19, 1912
N. Y. State 4s, June, 1961, reg....	102	Jan. 8	102	Jan 8	102	Jan. 8, 1912
N. Y. Canal 4s, July, 1960....J. J.	102	Apr. 18	102	Apr 18	102	Apr. 18, 1912
N. Y. Canal 4s, July, 1960, reg....	102	Mar. 19	102	Mar 19	102	Mar. 19, 1912
N. Y. Canal 4s, Jan., 1961....J. J.	103	Jan. 27	101¾	Jan 2	102	Apr. 19, 1912
N. Y. Canal 4s, 1961, reg.....	102⅝	Mar. 25	102⅜	Mar 25	102⅜	Mar. 25, 1912
N. Y. Canal 4s, Mar. 1, 1961..M. S.	103	Jan. 25	101¾	Jan 2	102	Apr. 18, 1912
North Carolina 6s, 1919.....A. O.	.....		.....		114¾	Mar. 28, 1910
North Caro. consol. 4s, 1910..J. J.	.....		.....		99¾	Feb. 3, 1909
North Caro. consol. 4s, small....	.....		.....		101¾	Apr. 8, 1907
North Caro. special tax.....A. O.	.....		.....		117	Dec. 11, 1903
South Carolina 4½s, 1933....J. J.	.....		.....		103½	July 27, 1910
Tennessee Set. 3s, 1913.....J. J.	.....		.....		98	Oct. 5, 1911
Tennessee Set. 3s, 1913, small....	.....		.....		97¼	Oct. 6, 1911
Va. def. 6s, Brown Bros.& Co.cfs.	52¼	Jan. 27	46	Jan 2	49	Apr. 16, 1912
Va. fund. debt, 2-3s, 1991.....J. J	.....		.....		86½	Dec. 18, 1911
Virginia Riddleberger.....	.....		.....		90	Dec. 20, 1907
U. S. 2s, 1930, reg.....Q. Jan.	102½	Mar. 27	102½	Mar 27	102½	Mar. 27, 1912
U. S. 2s, coupon.....J. Jan.	101¼	Mar. 8	100⅞	Apr 3	100⅞	Apr. 3, 1912
U. S. 4s, 1925, reg.....Q. F.	114⅝	Apr. 10	113¼	Jan 24	114½	Apr. 15, 1912
U. S. 4s, 1925, coupon.....Q. F.	114⅝	Mar. 26	113¼	Jan 8	114⅜	Mar. 26, 1912
U. S. 3s, 10-26, 1918, coupon..Q. F.	103¼	Mar. 29	101½	Jan 8	102⅛	Apr. 8, 1912
U. S. 3s, 10-20, 1918, reg.....Q. F.	102⅝	Feb. 23	102	Feb. 6	102⅜	Feb. 27, 1912
U. S. 3s, 10-20, 1918, small.....	.....		.....		102½	Nov. 11, 1910
Panama 2s, 1936, reg.....Q. F.	.....		.....		100¼	June 6, 1911
Panama 2s, 1938, reg....Q. Nov.	.....		.....		101½	Aug. 11, 1910
Panama 3s, 1961, reg.....Q. Mar.	102⅜	Mar. 21	101¼	Feb 17	102⅜	Mar. 21, 1912
Panama 3s, 1961.....Q. Mar.	102½	Mar. 25	101⅜	Jan 18	101⅝	Apr. 18, 1912
Dist. of Colum. 3-65s, 1925..F. F.	.....		.....		110	Nov. 28, 1909
Philippine 4s, 1914-1931.....Q. F.	.....		.....		111	May 3, 1906
Ph. Is. p.w.&imp.reg.4s,1935.Q. M.	.....		.....		108⅜	Feb. 26, 1908
Ph. Is. land pur. 4s,1914-45...Q. F.	.....		.....		100¼	July 14, 1910
Argentine 5s.....	99	Apr. 8	97	Jan 16	98¼	Apr. 15, 1912
Imp. Chinese Gov. rects. full paid for Hukuang Ry. 5 p. c. sterling bonds and interest.....	96½	Apr. 17	93¼	Jan 25	96¼	Apr. 19, 1912
Imp.Jap.Gov.4½s,Feb.15,1925..F.A.	93¾	Feb. 3	92½	Jan 2	92⅝	Apr. 20, 1912
I. Jap.Gov.4½s,2dser.Jy.10,1925.J.J.	93	Feb. 1	91¾	Apr 16	91¾	Apr. 18, 1912
Imp. Jap. Gov. 4s, Jan., 1925.F.A.	88½	Jan. 29	86	Apr 11	86	Apr. 16, 1912
Republic of Cuba 5s.....M. S.	103⅜	Jan. 29	102½	Jan 2	103¼	Apr. 19, 1912
Republic of Cuba 4½s.....M. S.	99	Apr. 6	99	Apr 6	99	Apr. 6, 1912
Sao Paulo (U. S. of B.) 5 p.c., 1919	98	Feb. 3	97½	Jan 3	97¾	Apr. 1, 1912
City of Tokio interim ctfs. for 5 p. c. loan, 1912.....M. S.	95	Apr. 10	94¾	Apr 19	94¾	Apr. 19, 1912
U. S. of Mex. s. f. 5s.....Q. C.	97¼	Jan. 25	95½	Mar 28	96	Apr. 19, 1912
U.S.ofM.4s, Ser.A,Dec.1,1953..J.D.	90⅝	Jan. 24	88	Mar 11	90⅜	Apr. 18, 1912

AMERICAN BANK NOTE COMPANY
BROAD AND BEAVER STS., NEW YORK
Business Founded 1795. Reorganized 1879

Engravers & Printers

BANK NOTES, STOCK CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, ETC., WITH SPECIAL SAFEGUARDS TO PREVENT COUNTERFEITING. LITHOGRAPHIC AND TYPE PRINTING. RAILWAY TICKETS OF IMPROVED STYLES. PLAYING CARDS IN EXCLUSIVE DESIGNS

Branches in the United States
BOSTON
PHILADELPHIA PITTSBURGH

CRIPPLE FAST TRAIN, ESCAPE WITH BOOTY

Robbers Shoot Holes in Air Signal Tube of Rock Island Limited in Illinois.

ROB PASSENGERS IN SLEEPER

Stole Aboard When Train Stopped at Crossing—W. L. Le Blanc of New York One of the Victims.

CHICAGO, April 21.—Nine persons were robbed of money or valuables by three masked men who went through the sleeper Nottingham of the Rock Island westbound train, known as the Golden State Limited, a few minutes after midnight this morning, at Sheffield, Ill., forty miles east of Moline.

After the robbers had finished their work they shot holes in the air signal tube connected with the engine, and thus brought the train to a standstill and quickly made their escape.

Under cover of three revolvers, the porter was forced to point out to the outlaws the berths that were occupied. As soon as the robbers entered the Pullman they forced the porter to lock the doors. Only the occupants of one Pullman were disturbed.

Those who were robbed are W. L. Le Blanc, New York, $45 and railroad ticket; Mary Herron, Chicago, $96; O. L. Benton, Oberlin, Kan., gold watch and diamond valued at $150 and $250 cash;; D. A. MacFuller and wife, Fort Wayne, Ind., $95 and two watches, valued at $60; J. B. Gomand, Phoenix, Ariz., $85.

The presence on the train of the three robbers has not been accounted for. It is thought the men boarded the limited at the crossing of the Chicago, Burlington & Quincy Railroad near which a Burlington train was held up some time ago.

After the men robbed the passengers they ordered the porter to pull the air tube as a signal for the engineer to stop the train. The porter refused, and the men punctured the tube with bullets. The firing of the revolvers was the only noise connected with the hold-up.

It was stated at the general offices of the Rock Island here to-day that a good description of the outlaws was obtained, and there were hopes of running them down.

SOHMER WARNS SUPERVISORS

Controller Points Out Illegal Acts of Delaware County Board.

Special to The New York Times.

ALBANY, April 21.—Examiners in the Municipal Accounts Department of the State Controller's office found in an examination of the affairs of Delaware County last year that when one of the regularly elected Supervisors was ill the board substituted a citizen, and then by a bare majority of one passed several appropriations and did other acts which may require legislative action to legalize.

State Controller Sohmer warned the Supervisors that they were individually responsible, but, according to a statement made by Mr. Sohmer to-day, they have not mended their ways. Mr. Sohmer says:

The examiners state in their report of the last examination that the Board of Supervisors have not only made practically no effort to correct illegal practices and unauthorized acts disclosed by the first examination, and to which their particular attention was directed in the letter from this office, but also that such board has both knowingly continued them and allowed others so to do. Of all the examinations made by this office under this law, this is the first and only instance in which the examiners report that local officials have not made some effort to correct improper and illegal methods in their administration of the money entrusted to their care and contributed by the taxpayers of their respective municipalities.

The examiners report that the Board of Supervisors has permitted persons not supervisors to sit and act as members of the board, and that some of its important resolutions and acts were passed by the votes of such non-members, who subsequently presented bills to the board for services rendered while acting as supervisors, which bills were audited and allowed by the board and the amount thereof paid out of the County Treasury.

Mr. Sohmer's examiners also found, according to his statement to-day, that the depositaries for the county moneys have not been legally designated; that bills were not paid as required by law; that the poor Superintendent audits and pays his own personal bills, and that large sums were illegally paid to the Supervisors and county officers. Mr. Sohmer has again warned the county officials of their peril if they continue in their present course.

DANCE FOR VACATION FUND.

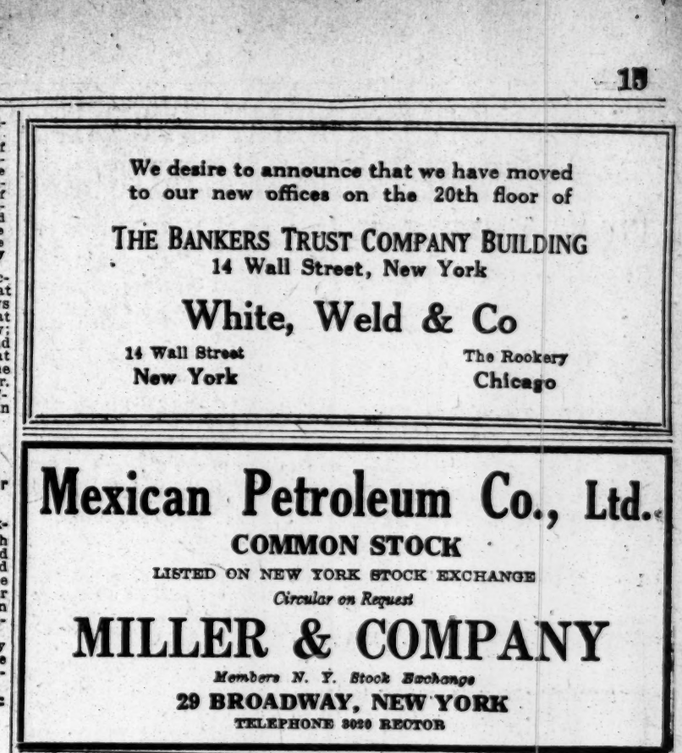
3,000 Tickets Sold for Benefit Affair for Working Girls.

Between three and four thousand tickets have been sold for the dance which is to be given on Wednesday at the Grand Central Palace, Lexington Avenue and Forty-sixth Street, for the benefit of the working girls who are saving money for a vacation this Summer upon the plan of the Vacation Committee of the National Civic Federation.

A sketch written for the occasion by Mrs. Josephine Daskam Bacon will be produced on the stage at the Grand Central Palace during the evening.

We desire to announce that we have moved to our new offices on the 20th floor of
THE BANKERS TRUST COMPANY BUILDING
14 Wall Street, New York
White, Weld & Co
14 Wall Street, New York — The Rookery, Chicago

Mexican Petroleum Co., Ltd.
COMMON STOCK
LISTED ON NEW YORK STOCK EXCHANGE
Circular on Request
MILLER & COMPANY
Members N. Y. Stock Exchange
29 BROADWAY, NEW YORK
TELEPHONE 3020 RECTOR



Organized 1871. Member of N. Y. Clearing House.
CAPITAL $1,000,000 SURPLUS $2,100,000
Officers
CORCELLUS H. HACKETT, Chairman — STEPHEN BAKER, President
GEORGE McNEIR, Vice-President — EDWARD C. EVANS, Vice-President
EDWIN S. LAFFEY, Cashier — HERBERT G. KIMBALL, Asst Cashier
Directors
BENJAMIN ALTMAN, B. Altman & Co. — ARTHUR L. LESHER, Lesher, Whitman & Co.
CORCELLUS H. HACKETT, Chairman — STANLEY T. COZZENS, Goldenberg Bros. & Co.
EDWARD D. FAULKNER, Johnson & Faulkner — JOHN C. MOORE, Pres't Tiffany & Co.
CHARLES H. TENNEY, C. H. Tenney & Co. — HAROLD H. HACKETT, Hackett, Carhart & Co.
CHARLES SCRIBNER, Charles Scribner's Sons — CHARLES L. TIFFANY, Tiffany & Co.
GEORGE McNEIR, W. & J. Sloane — EDWARD C. EVANS, Vice-President
ALFRED G. EVANS, Pres't Madison Trust Co., N. J. — H. ELMER GIBB, Mills & Gibb
STEPHEN BAKER, Pres't Bank of the Manhattan Co. — WILLIAM SCHRAMM, Schafer, Schramm & Vogel
Lower Fifth Avenue and Broadway merchants will find this location very convenient. New accounts cordially welcomed. The officers will be pleased to advise with customers.

McCurdy Henderson & Co
BANKERS
Members New York Stock Exchange
24 Nassau St., New York
Bonds and Stocks for Investment

MARCONI WIRELESS
Company of America
Financing of the company through increase in capitalization has been authorized; scope of operations greatly enlarged.
Send for full, up-to-date information.
J. Thomas Reinhardt,
Direct private wires connect offices at 38 Broad St., New York. 54 Devonshire St., Boston. 18-20 King St., W. Toronto.
9 Old Broad St., London, E. C.

WILL BUY— 50 Borden's Com. 100 Central Fire Works Pfd. 100 Hocking Valley Products. 100 National Sugar Pfd. 100 Northern Securities. 100 Otis Elev. Com. & Pfd. 25 Safety Car Htg. & Ltg. 50 Union Ty'w'ter 1st & 2d Pfd.
Weed & Gwynne
Hanover 7907-8. 35 Wall St.

Investment Bonds AND Tax Exempt Guaranteed Stocks
Lists sent upon request.
Joseph Walker & Sons
Members New York Stock Exchange, 20 Broad St., New York. Private Wire to Philadelphia.

Standard Oil of N. J. and Segregated Companies
FREDERIC H. HATCH & CO.
New York, 80 Broad St. Boston, 50 Congress St.
Private telephones between N. Y., Boston and Phila.
International Nickel Securities
Computing-Tabulating-Recording
U. S. Motor Securities
Autosales Gum & Chocolate
National Silk Dyeing Com. & Pfd.
Union Carbide
Royal Baking Powder Securities
Standard Oil Subsidiaries.

Eastman, Dillon & Co
Members New York Stock Exchange
71 Broadway 'Phone Rector 8280

Bonds for Investment
Redmond & Co.
33 Pine St., New York

OUTSIDE SECURITIES DEPARTMENT
YALE & TOWNE
INTERNATIONAL MOTOR
HALE & KILBURN
AMERICAN LITHOGRAPHIC
CHAS. H. JONES & CO.,
20 Broad St., New York
Municipal, Railroad and Corporation Bonds
Tel. 3155 Rector.

Gallatin Nat. Bank
Broadway Trust Co.
Lord & Taylor Com. & Pfd.
Yale & Towne Mfg. Co.
New York Rubber Co.
Cleve. Auto. Machine Co.
Hanson & Didrichsen
Tel. John 3626. 34 Pine St.

WANTED
100 CRIPPLE CREEK CEN. Pfd. & Com.
$5,000 KANSAS CITY ELEVATED 4s.
100 ONTARIO POWER CO. STOCK.
100 PENN. WATER & POWER STOCK.
FOR SALE
$5,000 AMERICAN POWER & LIGHT 6s.
20 AMERICAN POWER & LIGHT PFD.
100 NEW YORK STATE RYS. PFD.
100 REPUBLIC RY. & LIGHT COM.
WM. M. CLARKE
Tel. 1015 Rector. 20 Broad Street.

SIMON BORG & CO.,
BANKERS,
No. 20 Nassau St., New York
INVESTMENT SECURITIES.

FOR SALE
Siegel Stores Corporation
Common & Preferred
S. H. P. PELL & CO.
Members New York Stock Exchange.
Dealers in Unlisted and Inactive Securities.
Tel. 7865-6-7-8-9 Hanover. 37 Wall St., N. Y.

W. S. BARSTOW & CO.
INCORPORATED
CONSULTING and CONSTRUCTION ENGINEERS
PUBLIC SERVICE PROPERTIES FINANCED and MANAGED
49 Pine Street New York

Bought—Sold—Quoted
Marconi Rights
L. P. CARTIER
30 Broad Street New York
Phones 6746-7-8-9-50-3795-6 Broad.

SCHMIDT & GALLATIN
Bankers & Brokers
111 Broadway, New York

MEGARGEL & CO.
BONDS
5 Nassau St. New York

STANDARD OIL STOCKS
Full shares and scrip Dealt in
PEABODY & COMPANY
42 Broadway, New York City
Phone 1314 Broad

WILL BUY
500 Canadian Marconi
C. S. BURTON & CO.
15 Broad St., N. Y. Telephone Hanover 8547.

We own and offer
CITY OF BEAUMONT, TEX., 5s
Price and particulars on application
R. M. GRANT & CO.
Bankers.
NEW YORK 31 Nassau St. CHICAGO 111 W. Monroe St.

WE BEG TO ANNOUNCE THAT WE ARE NOW MEMBERS OF
THE NEW YORK STOCK EXCHANGE
AND SOLICIT ORDERS FOR EXECUTION ON THAT EXCHANGE FOR INVESTMENT OR ON CONSERVATIVE MARGINS.
Unlisted securities, wherever located. Specialists in New Jersey securities.
B. H. & F. W. PELZER
'Phone 6080 Hanover. 43 Exchange Place, N. Y.

Investigation of Public Service Properties, Steam Railroads, Industrial Plants, etc.
43-49 EXCHANGE PLACE, NEW YORK.
First National Bank Bldg. Chicago, Ill. Alaska Commercial Bldg. San Francisco, Cal.
J. G. WHITE & COMPANY Inc
Engineers and Contractors.

Mexican Petroleum
Descriptive Circular Mailed Free on Request.
BOYER, GRISWOLD & CO.,
42 Broadway Bankers New York

EXAMINATIONS, DESIGNS & ESTIMATES of ENGINEERING STRUCTURES & PROPERTIES
SCHUYLER B. SCHAFF, 5 BEEKMAN ST., Civil Engineer. New York City.

Charles Head & Co.
MEMBERS N. Y. STOCK EXCHANGE
Announce their removal to the Bankers Trust Co. Building 14 Wall Street
New York, April 20, 1912. Telephone 8130 Rector.

H. M. BYLLESBY & CO
ENGINEERS
EXAMINATIONS AND REPORTS
INSURANCE EXCHANGE BUILDING
CHICAGO
Portland, Ore. Oklahoma City, Okla. Mobile, Ala.
Cent. Foundry Stocks & Bonds
Standard Oil Stocks
PETERS & SANFORD
Tel. 1330 John. 84 Pine St., N. Y.

NEW YORK STOCK EXCHANGE QUOTATIONS

SALES OF STOCK IN THE WEEK ENDE DAPRIL 20, TOTAL WEEK'S SALES, 3,191,628 SHARES.

Range for Year 1911. High	Low	Range for Year 1912. High. Date.	Low. Date.	Closing Saturday, April 20. Bid.	Ask.	Net Change	Week's	STOCKS.	Par Value	Amount Capital Stock Outstanding.	Last Dividend Paid. Date.	Per Cent.	Period.	Range for Week Ended April 20. First	High	Low	Last	Closing a Year Ago.	Sales Week Ended April 20, '12.
245	235	205 April 3.	200 Mar. 27.	205	..	..		**Adams Express Co.**	100	$12,000,000	Mar. 1, '12.	3	Q	217½	217½	217½	217½	240	80
9¾	1⅛	3 Mar. 30.	½ Mar. 26.	1⅛	1⅜	—	⅛	Allis-Chalmers Co.	100	19,820,000	.....			1⅛	1⅜	1⅛	1⅛	7⅜	4,864
34	6⅝	8 Jan. 2.	8¼ Mar. 25.	8¼	8¾	—	1½	Allis-Chalmers Co. pf.	100	20,925,700	Feb. 1, '04.	1¾		4½	4½	8¼	8½	27¼	3,057
71⅝	44¾	84⅝ April 16.	60 Feb. 1.	83¼	83⅝	+	2¼	Amalgamated Copper Co.	100	153,887,900	Feb. 26, '12.	50c		80½	84½	80¼	83¼	61¼	310,650
63¾	46	63⅝ Mar. 22.	58½ Feb. 27.	60	61	..	⅝	American Agricult. Chem. Co.	100	18,330,900	Apr. 15, '12.	1		60½	60½	60	60	55⅞	300
105	99½	104¼ Mar. 20.	100¼ April 15.	99⅞	101	—	½	American Agricult. Chem. Co. pf.	100	20,934,700	Apr. 15, '12.	1¼		100¼	101	100¼	101	..	300
59⅝	39¼	66⅞ April 16.	53⅛ Feb.	65⅞	66	—	1⅞	American Beet Sugar Co.	100	15,000,000	Feb. 15, '12.	1¼		65⅝	66⅞	65¼	65½	41½	88,715
101	92½	100 Mar. 12.	97 April 3.	97½	98	+	2	American Beet Sugar Co. pf.	100	5,000,000	Apr. 1, '12.	1½		96½	96½	98	98	96½	550
12¼	8⅞	35⅝ April 16.	11¼ Feb. 1.	34	34¼	+	4½	American Can Co.	100	41,233,800	.....			29⅜	35⅝	29¼	34½	9½	223,450
93½	77	117⅝ April 15.	90⅝ Feb. 1.	116	116½	+	4⅞	American Can Co. pf.	100	41,233,300	Apr. 1, '12.	1¼		111½	117¾	111¼	116⅝	82¾	31,080
58¼	42⅜	61⅝ April 9.	49⅝ Feb. 1.	59¼	59⅝	—	⅝	American Car & Foundry Co.	100	30,000,000	Apr. 1, '12.	½		58⅜	60½	58¾	59⅝	50¾	12,600
120	113	118 Mar. 18.	115 Feb. 14.	116	118¼	+	1	American Car & Foundry Co. pf.	100	30,000,000	Apr. 1, '12.	1¾		116⅞	117	116⅞	117	115	420
62¾	41⅝	55½ April 4.	45½ Jan. 19.	52¾	53	+	⅛	American Cotton Oil Co.	100	20,237,100	June 1, '11.	2½		53	53⅝	51⅝	52⅞	51½	8,350
245	201	220 April 6.	200 Feb. 2.	221	226	..	..	American Express Co.	100	18,000,000	Apr. 1, '12.	3	Q	222	222	222	222	238	125
26⅜	18	26½ April 9.	20 Feb. 26.	25¼	25⅞	+	⅞	American Hide & Leather Co. pf.	100	12,548,800	Aug. 15, '05.	1		25	25½	24½	25½	22¼	500
25¾	16½	25 April 8.	18 Jan. 9.	23¼	23⅝	+	⅛	American Ice Securities Co.	100	19,045,100	July 20, '07.	1⅜		22⅞	24¼	22¾	23½	22	4,400
12⅜	8	17½ April 20.	9¼ Mar. 6.	17⅝	17½	+	3¼	American Linseed Co.	100	16,750,000	.....			14	17½	14	17½	10½	28,200
84½	26⅛	41⅝ April 20.	30 Feb. 20.	41⅝	41¾	+	4¼	American Linseed Co. pf.	100	16,750,000	Sept. 1, '00.	1⅜		38	41⅝	37½	41⅝	30	13,950
45¼	32⅛	44⅝ April 9.	31⅜ Feb. 27.	42	42½	+	1⅝	American Locomotive Co.	100	25,000,000	Aug. 26, '08.	1¼		40⅜	44	40¾	43⅜	35⅜	6,400
110⅜	102	110 April 8.	103 Jan. 9.	108½	108⅞	+	1⅜	American Locomotive Co. pf.	100	25,000,000	Apr. 22, '12.	1¼	Q	108⅜	108⅝	108⅜	108⅜	104	100
5⅝	3	14 April 11.	4¾ Jan. 10.	11⅝	12	+	1¼	American Malt Corporation.	100	5,664,600	.....			13¼	13¾	11⅞	11⅞	4	750
43⅝	31½	59 April 8.	42 Jan. 6.	54⅝	56	+	2⅞	American Malt Corporation pf.	100	5,712,100	Nov. 2, '11.	2	SA	57½	59	54⅜	54⅝	32½	2,027
83⅞	59⅝	69⅝ Mar. 25.	67⅛ Feb. 1.	84⅞	85	+	⅞	American Smelt. & Refining Co.	100	50,000,000	Mar. 15, '12.	2-3		83¾	86¾	83¾	84⅞	72	50,400
105½	98⅝	108 Mar. 25.	102⅜ Jan. 2.	107⅝	108	+	⅛	American Smelt. & Refining Co. pf.	100	50,000,000	Mar. 1, '12.	1½		107½	107¾	107¼	107¾	104	1,200
89½	82	87⅝ April 2.	85 Mar. 11.	87¼	88	—	¼	American Smelting Securities pf. B.	100	80,000,000	Apr. 1, '12.	1¼		87½	87¾	87	87	87½	300
325	225	144⅞ Jan. 27.	123 Mar. 6.	130	134	..	4	American Snuff Co.	100	11,001,700	Apr. 1, '12.	2		133¾	133¾	130	130	..	400
..	..	102 April 4.	99 Feb. 9.	100	102	..	..	American Snuff Co. pf., new.	100	3,371,500	.....			101	101	101	101	..	100
52½	25	35½ Jan. 4.	26 Jan. 19.	34¾	35	+	⅝	American Steel Foundries.	100	16,218,000	May 15, '11.	1¼		35	35¼	34¼	35¼	44½	1,500
122½	112¼	130⅞ April 6.	114⅝ Jan. 12.	127	128½	+	1¼	American Sugar Refining Co.	100	45,000,000	Apr. 2, '12.	1¾		126	128¼	126	128½	116⅞	2,050
119¼	111	123 April 3.	115½ Jan. 5.	121	123	..	1½	American Sugar Refining Co. pf.	100	45,000,000	Apr. 2, '12.	1¾	Q	121	121	121	121	116¼	100
85½	79¾	78 Jan. 20.	76 Mar. 12.	72	80½	..	..	American Telegraph & Cable Co.	100	14,000,000	Mar. 1, '12.	1¼		78	78	78	78	..	210
153⅛	131½	149½ Mar. 25.	137⅝ Jan. 2.	146	146¼	+	1⅛	Amer. Telephone & Telegraph Co.	100	318,359,600	Apr. 15, '12.	2		145	146⅞	144⅞	146¼	145	12,100
..	..	287 Jan. 26.	241⅛ Feb. 29.	258	259	..	3½	American Tobacco Co.	100	49,314,700	.....			263	263	256½	258	..	1,100
..	..	108⅜ Jan. 19.	102 Jan. 9.	104	105	..	½	American Tobacco Co. pf.	100	37,827,400	Apr. 1, '12.	1½	Q	104½	104½	104½	104½	97	700
..	..	106⅜ Jan. 19.	101¼ Jan. 11.	101⅜	101⅞	..	⅛	American Tobacco pf., new.	100	50,030,100	.....			102	102⅜	101⅜	101⅞	..	6,284
86½	25½	30 Jan. 11.	25¼ Feb. 8.	28¼	29½	..	⅛	American Woolen Co.	100	20,000,000	.....			28¾	29¾	28¾	29¼	33¾	200
96¼	85¼	94⅛ Mar. 29.	86 Feb. 7.	91	92	+	⅛	American Woolen Co. pf.	100	20,000,000	Apr. 15, '12.	1¾	Q	90¾	91	90¾	91	90¼	1,000
34½	24½	35⅝ April 16.	25½ Jan. 25.	34	34½	+	3½	American Writing Paper pf.	100	12,500,000	Apr. '12.	1	SA	31½	35⅝	31¼	34½	20	11,350
41⅞	29	44⅞ April 2.	34 Feb. 1.	42½	42⅝	+	⅝	Anaconda Copper Mining Co.	25	108,312,500	Apr. 17, '12.	50c	Q	41¼	43¼	41	42⅝	36⅝	14,800
108	106⅞	123 April 19.	105½ Feb. 1.	123	125	+	8	Assets Realization Co.	100	9,959,700	Apr. 1, '12.	1¾		115	128	115	122	..	950
116⅝	90⅞	110⅜ April 8.	103½ Feb. 1.	108¼	108⅜	—	½	Atchison, Topeka & Santa Fe.	100	169,676,000	Mar. 1, '12.	1½		107⅝	109¼	107½	108¼	107⅜	31,450
105½	100¾	104¼ Feb. 10.	101⅜ Jan. 2.	103	103½	—	¼	Atchison, Topeka & Santa Fe pf.	100	114,199,500	Feb. 1, '12.	2½	SA	103⅜	103⅜	103¼	103⅜	102½	1,125
130¼	117	143½ April 9.	133½ Jan. 10.	141	142	+	¼	Atlantic Coast Line.	100	57,568,300	Jan. 10, '12.	3½	SA	140½	142	140¼	141	120½	2,000
107	103½	106⅝ April 9.	102¾ Feb. 2.	106½	106⅝	—	¼	**Baldwin Locomotive Works pf.**	100	20,000,000	Jan. 1, '12.	3½	SA	106½	106⅝	106	106	..	800
109⅜	93½	109¼ April 9.	101¼ Feb. 1.	107⅛	107⅝	+	⅛	Baltimore & Ohio.	100	152,306,800	Mar. 1, '12.	3	SA	107⅛	108¼	106⅞	107½	103⅝	12,005
2⅞	1¼	2⅞ April 16.	⅞ Mar. 23.	2½	2⅝	+	⅛	Batopilas Mining.	20	8,981,990	Dec. 31, '07.	12½c	..	2	2⅞	2	2⅝	2	1,800
38½	26	42 April 19.	27⅜ Feb. 27.	39½	39¾	+	4¾	Bethlehem Steel Corporation.	100	14,862,000	.....			35½	42	35¼	39¾	32⅞	54,900
66⅜	54	74¼ April 19.	56½ Feb. 27.	71⅝	72	+	8½	Bethlehem Steel Corporation pf.	100	14,908,000	.....			73	74¼	62¼	71⅜	62¼	43,060
84⅞	72	84⅞ Mar. 29.	76¾ Jan. 2.	82⅞	83¼	..	⅝	Brooklyn Rapid Transit Co.	100	45,000,000	Apr. 1, '12.	1½	Q	82¾	83¾	82½	82⅞	78⅝	3,800
10¾	8	10 April 11.	8 Jan. 5.	9½	10¼	..	..	Brunswick T. & Ry. Securities Co.	100	7,000,000	.....			10	10	10	10	9¾	100
31	28	34 April 12.	29½ Mar. 18.	32¾	34	..	..	Butterick Co.	100	14,647,200	Mar. 1, '12.	¾	Q	34	34	34	34	29¾	250
247	195⅝	254 April 15.	226½ Mar. 4.	251¾	252	+	1⅞	**Canadian Pacific.**	100	180,000,000	Apr. 1, '12.	2½	Q	251¼	254	250¾	252	224½	32,820
..	..	246½ April 15.	225 Mar. 7.	..	..	..	..	Can. Pac. sub. cfs., 2d pd.	..	.....	.....			245½	246½	245½	246½	..	300
..	18⅜	27⅞ April 20.	16⅜ Feb. 27.	27⅜	27⅞	+	2⅜	Central Leather Co.	100	39,579,000	.....			24½	27⅞	24½	27⅝	26⅜	28,540
105	91⅞	94½ April 20.	80 Feb. 27.	94¼	95	+	2½	Central Leather Co. pf.	100	33,275,600	Apr. 1, '12.	1¾	Q	92	94½	92	94½	98¼	8,200
320	260	380 Feb. 7.	305 Jan. 9.	363	375	..	..	Central Railroad of N. J.	100	27,436,800	Feb. 1, '12.	2	Q	365	365	365	365	..	110
120	115	121½ Jan. 25.	115½ Jan. 8.	119	121	..	..	Central & South Am. Telegraph.	100	10,000,000	Apr. 9, '12.	1½	Q	121	121	121	121	..	10
86⅝	68⅜	81⅝ April 11.	68¼ Feb. 1.	78⅜	79	—	1⅜	Chesapeake & Ohio.	100	62,793,700	Mar. 30, '12.	1¼	Q	79½	80⅝	78½	78⅝	78	17,992
81½	15	24¼ April 2.	17 Jan. 25.	21	24⅝	—	2¼	Chicago & Alton.	100	19,537,700	Feb. 15, '10.	2	..	22	22	22	22	..	200
25¼	17¼	20½ April 8.	17½ Jan. 29.	18⅜	19	—	¼	Chicago Great Western.	100	45,143,700	.....			18⅝	19⅜	18⅜	18⅜	20¾	8,745
49¼	35½	39½ April 8.	35 Jan. 31.	36½	37	—	¼	Chicago Great Western pf.	100	40,995,400	.....			36	37	36	36½	..	675
133½	105¾	112⅝ April 8.	108⅛ Feb. 5.	110¼	110½	+	½	Chicago, Milwaukee & St. Paul.	100	116,348,200	Mar. 1, '12.	2½	SA	109⅜	112¼	109¾	110½	117⅜	21,350
..	..	9-16 April 15.	½ April 16.	..	..	..	..	Chicago, Milwaukee & St. Paul rts.	..	.....	.....			17-32	½	..	½	..	46,154
155½	141	146 Jan. 2.	142¼ April 17.	142½	143	—	2¼	Chicago, Milwaukee & St. Paul pf.	100	116,274,900	Mar. 1, '12.	3½	SA	144¼	144¼	142½	142½	148	375
150½	138½	144⅝ April 8.	140¼ Mar. 1.	142½	143½	—	1	Chicago & Northwestern.	100	130,121,700	Apr. 1, '12.	1¾	Q	143½	144	143	143	143¾	1,060
3⅝	1⅜	3⅞ April 18.	1⅜ Feb. 16.	3	3½	+	⅛	Chi. Union Traction tr. rcts.	100	8,523,000	.....			2¼	3⅞	2¼	3¼	..	3,600
7¼	4⅜	10¼ April 18.	4 Mar. 21.	8¾	9¼	+	2¾	Chi. Union Traction pf., tr. rcts.	100	4,571,700	.....			6½	10¾	6½	9	..	4,900
27½	16½	30 April 11.	25 Jan. 15.	29⅜	29¾	+	1¼	Chino Copper	5	8,500,000	.....			28¾	29¾	28¾	29⅜	22¼	28,300
..	..	0.50 April 3.	0.30 April 3.	..	..	..	.06	Chino Copper rights.	..	.....	.....			0.42	0.42	0.41	0.41	..	1,550
98	94½	101½ April 17.	96 Jan. 31.	101¼	105	+	1⅝	Cleve., Cin., Chi & St. Louis pf.	100	10,000,000	Apr. 20, '12.	1¼	Q	101½	101½	101¼	101¼	..	300
36⅝	25	34¼ April 10.	23½ Feb. 28.	30	30½	+	2½	Colorado Fuel & Iron.	100	34,235,500	Apr. 15, '02.	1¾	..	28	31	27¼	30½	28½	14,100
60	43	45 Feb. 2.	42 Mar. 14.	44	45	..	..	Colorado Southern.	100	30,345,000	Dec. 31, '11.	2	A	45	45	45	45	51¼	100
82	70	76⅞ Jan. 19.	74½ Mar. 28.	74⅜	75	—	⅛	Colorado Southern 1st pf.	100	8,500,000	Apr. 1, '12.	2	SA	75	75	74⅞	74⅞	..	200
148½	128⅝	146 Mar. 28.	138¼ Feb. 17.	143¼	148⅝	+	½	Consolidated Gas Co.	100	99,816,500	Mar. 15, '12.	1½	Q	143⅝	144⅜	143½	143⅝	141⅜	7,000
15⅝	9⅝	16⅜ Mar. 26.	10 Jan. 16.	15⅝	15⅞	+	1¼	Corn Products Refining Co.	100	49,756,500	.....			14½	16⅛	14½	15⅜	13⅜	14,500
83	73	84½ Mar. 26.	76¼ Jan. 3.	82½	83	+	1	Corn Products Refining Co. pf.	100	29,818,600	Apr. 15, '12.	½	Q	82⅜	83¼	82⅜	83	78	1,380
75	60	76⅛ April 18.	70 April 3.	77	80	+	6⅛	Crex Carpet Co.	100	2,995,400	Dec. 15, '11.	3	SA	70¼	76⅛	70¼	76⅛	..	600
174⅞	159½	175½ Feb. 6.	167 Jan. 10.	170	171	—	½	**Delaware & Hudson.**	100	42,503,000	Mar. 20, '12.	2½	Q	171	171	170	170	167	600
35	17⅝	24 Mar. 27.	19⅜ Jan. 2.	23	23¼	—	½	Denver & Rio Grande.	100	38,000,000	.....			23⅛	23⅜	23	23	20⅝	200
74	36⅜	46¼ Jan. 24.	40 Mar. 15.	41⅜	42	—	½	Denver & Rio Grande pf.	100	49,778,400	Jan. 15, '11.	2½	Q	42⅝	43	41⅞	41⅞	70	1,400
38¼	29	34⅝ April 8.	28 Feb. 5.	32	33	—	½	Distillers' Securities Corporation.	100	30,508,500	Jan. 31, '12.	½	Q	32	32¾	32	32⅜	34½	1,400
15⅝	9	11½ Mar. 29.	8½ Mar. 4.	10	10⅜	—	¼	Duluth, South Shore & Atlantic.	100	12,000,000	.....			10¼	10½	10¼	10½	..	175
30⅛	17½	21¾ Mar. 30.	16 Mar. 8.	20	22	.

N.Y.R.O. BONDS ARE SAFE.

Because principal is assured by assets five times the amount of bonds issued. **Because** this company has never deviated from the principle of purchasing Real Estate for permanent ownership. **Because** its business has been successful for 15 years, with increasing strength, security, profits and dividends. **Because** its securities are not influenced by political or financial uncertainties.

SPECIAL INCOME BONDS PAY 6.66%

10-YEAR 6% BONDS, $100 EACH, interest paid semi-annually by check, can be bought outright or in annual payments over a period of years.

Over $1,000,000 repaid Investors to date

Circular E will interest you. Sent on request

NEW YORK REALTY OWNERS

Assets $3,500,000. Cap. & Sur. $2,500,000

489 FIFTH AVENUE, NEW YORK

HAVANA ELECTRIC RAILWAY COMPANY

COMPANIA de GAS y ELECTRICIDAD de la HABANA

To the Holders of

Havana Electric Railway Company Common Stock;

Havana Electric Railway Company Preferred Stock;

Compania de Gas y Electricidad de la Habana Stock.

A large majority of each class of the above stocks having been deposited under the Plan of Amalgamation dated MARCH 8TH, 1912, the said Plan is hereby declared operative.

In order to enable Stockholders who have not yet deposited their stock to participate in the Plan, the time for the deposit of certificates of stock with the Depositaries mentioned in said Plan is hereby extended to the 22nd DAY OF APRIL, 1912, after which date no stock will be received except with the express consent of the Managers and upon such terms and conditions as they may impose.

Dated April 5th, 1912.

SPEYER & CO., Managers.

VAULTS

The Equitable Life Assurance Society

OFFERS FOR SALE

THE BANK VAULTS

in the banking offices formerly in the

EQUITABLE BUILDING

For particulars apply at

Comptroller's Office, 165 Broadway

2nd Floor

GUARANTEED

First Mortgages

On New York City Real Estate

Netting to the Purchaser

5½%

Combining Absolute Safety of Principal with a High Rate of Interest. Amounts of from $1,500 up.

First Mortgage Guarantee Co.

Bridge Plaza—North, Long Island City, N. Y.

Send for Booklet A.

TO THE HOLDERS OF THE First Mortgage Six Per Cent. Bonds of the MISSOURI RIVER POWER COMPANY.

The Equitable Trust Co. of N. Y., successor to Colonial Trust Company, as Trustee under the first mortgage of the Missouri River Power Company, hereby gives notice that it has at its disposal in the Sinking Fund of said company the sum of twenty-five thousand nine hundred and thirty-eight and 65-100 dollars ($25,938.65) and offers to purchase first mortgage bonds of said company to an amount sufficient to exhaust the said sum at the lowest price at which such bonds shall be offered, not to exceed 105% and accrued interest. Sealed offers, indorsed "Offers of Missouri River Power Company Bonds," will be received at its office, No. 37 Wall Street, New York, until 12 o'clock noon on Wednesday, May 15th, 1912.

The right to reject any and all offers is reserved.

THE EQUITABLE TRUST COMPANY of N. Y., Trustee.

By LYMAN RHOADES, Vice President.

PITTSBURG AND ERIE COAL CO. First Mortgage 20-Year 4½% Sinking Fund Gold Bonds.

Notice is hereby given, pursuant to the terms of the Mortgage, dated May 1st, 1905, that the undersigned, as Trustee, will receive sealed proposals up to three o'clock on the 29th day of April, 1912, for the sale to it of bonds as above described sufficient to use the sum of $13,387.03. The right is reserved to reject any or all tenders.

THE NEW YORK TRUST COMPANY, by H. W. MORSE, Secretary.

Dated New York, April 17th, 1912.

COLLEGE GRADUATE, WITH SOME BUSINESS EXPERIENCE, DESIROUS OF ENTERING THE FIELD OF INVESTMENT SECURITIES, WILL BE GIVEN OPPORTUNITY. BEST REFERENCES REQUIRED; STATE FULL PARTICULARS IN APPLICATION. C 275 TIMES DOWNTOWN.

Wanted—Money for first corporate organization expenses; security for investment; splendid business for big promotion; agents ready; principals only. Address M 32 Times.

INVESTORS READ

The Wall Street Journal

SAVINGS AND LOAN ASSOCIATIONS.

The Franklin Society 4½%

A savings institution founded 1888, under New York State Banking Law. You can take out a mailing size pass book with $1 or more. Write for booklet A or start at once.

38 Park Row, New York.

DIVIDENDS.

The Guanajuato Power and Electric Company.

Hagerman Building, Colorado Springs, Col.

PREFERRED DIVIDEND NO. 15.

A dividend of one and one-half per cent. (1½%) upon the preferred stock of this Company has been declared, payable May 1, 1912, to stockholders of record on the books of the Company on that date.

The transfer books will be closed on April 19, 1912, and reopen on May 2, 1912.

LEONARD B. CURTIS, Treasurer.

PORTLAND GAS & COKE COMPANY, PORTLAND, OREGON.

PREFERRED STOCK DIVIDEND NO. 9.

The regular quarterly dividend of one and three-fourths (1¾%) per cent. on the Preferred Stock of Portland Gas & Coke Company has been declared for the quarter ending April 30, 1912, payable on May 1, 1912, to stockholders of record at the close of business on April 22, 1912, on which date the Transfer Books will close and reopen on May 2, 1912.

GEORGE F. NEVINS, Treasurer.

CHARLES WARNER CO. OF DELAWARE. First and Second Preferred Stock Dividend No. 87.

The regular quarterly dividend of ONE AND THREE-FOURTHS (1¾%) PER CENT. on the First and Second Preferred Capital Stock of the Charles Warner Company has been declared, payable April 25th, 1912, to stockholders of record March 30, 1912. Checks will be mailed.

A. D. WARNER, Jr., Treasurer.

PEOPLES GAS LIGHT & COKE COMPANY (of Chicago).

Notice is hereby given that a dividend of ONE AND THREE-QUARTERS PER CENT. (1¾%) has been declared on the capital stock of this Company, payable May 25th, 1912, to the stockholders of record at the close of business on May 4th, 1912.

L. A. WILEY, Secretary.

THE PULLMAN COMPANY.

DIVIDEND NO. 181.

A quarterly dividend of Two Dollars per share from net earnings will be paid May 15th, 1912, to stockholders of record at close of business April 30th, 1912. Checks will be mailed.

Chicago, April 20th, 1912.

A. S. WEINSHEIMER, Secretary.

PACIFIC BANK.

470 Broadway, New York, April 17, 1912.

The Board of Directors have this day declared the regular quarterly dividend of Two Per Cent., payable on May 1 next, to stockholders of record of April 16, 1912. The transfer books will be closed to May 1, 1912.

S. C. MERWIN, Cashier.

WHEAT SKYROCKETS; DAMAGE TALES GROW

India Helps with Rain Complaints, but Weather Improves as Argentine Shipments Increase.

FODDER CROPS PROMISING

Cotton Belt Floods Continue as Spinners' Products Go Up—Death Losses in Sheep and Swine.

WHEAT.

The public has accepted the idea of a very deficient Winter wheat crop. This view has given the bull interest controlling the May deliveries in the various markets an immense advantage and those deliveries have been put up in keeping with the advance in the new crop deliveries or even more forcing the shorts to settle on terms demanded by the bulls. The advance has been a most fortunate thing for the bulls, who have been carrying the big stocks of wheat at points of speculative accumulation, allowing them to get out at a profit. In Chicago the stock has been held for nearly a year and a half and the interests and charges have eaten up probably between 20 and 25c. a bushel.

The situation in the new crop deliveries is one of grave apprehension as to the possible supplies of Winter wheat for the American consumption the coming year. While the reports are undoubtedly exaggerated as to the amount of damage they are so numerous and come from so many different sources that they are being accepted with some reservation, but not enough to prevent rapid gain in values. The reports received during the week have been a reiteration of those received the previous week, only that the growing weather conditions have revealed more clearly the amount of damage.

Ohio, Indiana, and Illinois are reported to have suffered most seriously, with Missouri showing considerable damage in the eastern and northern portion. The areas seeded to wheat in the Ohio Valley States were: Ohio, 2,176,00 acres; Indiana, 2,254,000 acres, and Illinois, 2,545,000 acres, a total of 6,975,000 acres. The bulls have reiterated that fully 3,000,000 acres, or nearly half of this area, will be abandoned and that the balance will not produce a full crop on the acreage remaining. In Kentucky the acreage was 788,000, which it is claimed has been damaged to some extent, and in Missouri the area sown was 2,512,000 acres, also damaged more or less. The estimates of probable abandonment of area for the entire country varied from 3,000,000 to 7,000,000 acres. The amount abandoned last year was 3,118,000 acres, and the average abandonment of the last ten years has been about 2,600,000 acres. This immense abandonment estimated this year will naturaly mean a very material lessening in the crop.

The Government crop report for April 1 indicated, according to the various estimates, from 410,000,000 to 425,000,000 bushel crop, allowing an average loss in area and an average loss in condition until harvest. Taking the average of the estimates of abandonment, or about 5,000,000 acres, this year, for the entire amount it would mean about 40,000,000 bushels less than indicated on the April Government report. The minimum estimates of the possible corp have been as low as 325,000,000 bushels, compared with 430,000,000 bushels harvested last year.

Unless conditions this year are absolutely different from previous years, a great deal of the damage asserted is probably the result of apprehension and not a fact of absolute injury already done. The final results will undoubtedly be much better than the present fears, as expressed through the rather panicky reports which have been sent in. The weather conditions have been rather favorable during the week for the crop, and the reports on the great areas west of the Missouri are very favorable. Another factor of very great importance is the possibility of a large Spring wheat crop. The weather conditions have been unusually favorable so far, and seeding has been pushed forward very rapidly. The seeding is in advance of the average, and the reports received even as early as the middle of the week indicated that in North Dakota and northern Minnesota from 35 to 40 per cent. of the expected area had been seeded, and a much larger amount further south.

Foreign markets have advanced, influenced by the excitement in America. They have also been influenced to some extent by the reports of too much rain in India for the gathering of the crop and some damage has been reported in that country. Shipments from the Argentine have been heavy, and for the first time this season the world's exports for the past week are expected to be in excess of the corresponding time last year.

OTHER GRAINS.

CORN.—The market has been irregular, with prices showing a lessening of interest in the market. From the high values at the close last week prices broke about 3c. a bushel, recovered about 2c., lost this advance, but slowly rallied with the strength in wheat. A great deal of speculative long corn has been put on the market owing to the developing excitement in wheat and the very high price of corn. While bulls have not given up the idea of high prices for corn, the fact that the market has gained so much brought large profit taking, and the corn market has been very largely given up as a speculative field in order to take on contracts in wheat.

A feature of interest was the purchase by a large manufacturing concern of a cargo of 180,000 bushels of Argentine corn at 74c. l. f. New York, which, after adding 15c. duty and about 1c. delivery charge, brought the price to 90c. As this was only a few cents over the price of American No. 3 corn in New York, it brought the trade suddenly face to face with the idea that American corn prices were so high that importations of Argentine corn might be made particularly a little later in the season as the Argentine corn came freely on the market.

There has been talk about the season being late for corn, but this has been without much foundation, as the planting time in the great corn States is in early May. Weather conditions have as a whole been favorable for field work. Most of the work on the farms has undoubtedly belen given to the completion of seeding of oats rather than to ploughing for corn.

OATS.—The market has been unsettled and irregular, with prices influenced by the fluctuations in other grain, and by the conflicting reports regarding the oats crop situation. All reports from the Central West agree that the seeding of oats is late, a great deal of work has been done, however, and early sown oats are reported in good condition in Southern Illinois. In Iowa and Nebraska the seeding has been advanced rapidly, and it is quite possible that the seeding is very little behind the average. In the great Northwest Spring work has been advanced with great rapidity, and if anything the season is ahead of the average. While the season is admittedly late east of the Mississippi, it is stated, on the other hand, that a large amount of the abandoned wheat area will go into oats, and that the area of the oats crop will be a large one. There is so much moisture in the ground that the late start of the crop is not likely to be unfavorable, while good growing conditions would advance the crop very favorably. The general and heavy April rains over the entire country have also had a marvelous effect on the prospects for the Spring and early Summer pasturage and the new hay crop. There is every reason now for expecting a very large crop of hay, which will be a factor to be taken into consideration in the Summer prices for all feeding stuffs.

PROVISIONS.

The trading in hog products has not been very important this week, but prices have been quite firm reacting a little toward the close. The movement of hogs West has been moderate compared with last year, although still quite large compared with ordinary years. Stocks of product are heavy at the leading points of accumulation.

The most interesting news of the week on the live stock situation was the Government report of the condition of food animals on April 1 and the losses from disease during the past year. The losses of swine were more than double the losses of a year ago, and the ten-year average. The losses were 5,834,000 hogs, against 2,624,000 hogs the previous year, and a ten-year average of 2,697,000 hogs. The condition of the remaining swine was rather low, given at 89.9, against 95.9 last years, and a ten-year average of 95.3. Another serious point in the statement was a report of the decrease of 8.6 per cent. in the number of breeding sows, compared with last year. A year ago the number reported was 2.6 per cent. increase over 1910.

The losses of sheep from exposure and disease for the year were 3,835,000, against 2,596,000 the previous year, and a ten-year average of 3,249,000. Condition of the remaining stock 92.9 per cent. against 96.2 per cent. last year, and a ten-year average of 94.2 per cent. Losses of cattle 2,498,000, against 1,906,000, and a ten-year average of 2,407,000. The condition was also low, 91.5, against 95.9 last year, and a ten-year average of 93.8 per cent.

COTTONSEED OIL.

Ostensibly, the action of the future market during the last week was indicative of a weakened technical position rather than a distinct change in underlying conditions appertaining to the ultimate levels of cottonseed oil. The option market was called upon to digest considerable profit-taking by speculative holders, but it was apparent that pressure from those not in sympathy with the advance was limited. The unfavorable weather which prevailed over much of the cotton belt during the week was a restrictive influence on bearish enthusiasm, while lard values also displayed a fair degree of stability not discouraging to holders. Compund lard manufacturers are enjoying a moderate to good trade according to most authorities, and this is best reflected in the constantly advancing oleostearine values. Latterly, crude is higher in all sections than a week ago, particularly in the Valley and Texas, so that with the apathetic response which futures gave to conditions, the basis for hedging operations has again become abnormally low and unsatisfactory.

The Government report issued during the week was unexpected with the trade unprepared for official statistics, the document being the first of its kind, but the figures promulgated were not far from general anticipation. The Census Bureau stated that returns from 844 establishments pointed to a crush of 4,918,967 tons this season, which figures included an estimate of the prospective crush. This suggests 812,000 tons of seed over the amount available last season with the cotton crop 4,000,000 bales greater this year. Approximately 168,000,000 gallons of crude were received in 1910-1911, and on the same basis there would be 187,000,000 gallons of oil suggested for this season. Bulls maintain, however, that with refining losses larger than last year, when they averaged from 8 to 10 per cent. against losses, claimed this season of from 10 to 12 per cent., this apparent surplus of 19,000,000 gallons will be reduced substantially. Exports to date, according to the National Provisioner, are nearly 400,000 barrels in excess of last year, which fact is emphasized by the "longs" and with the market at about the high levels; cotton and lard conditions not being conducive to intimidation among them, their confidence is not surprising. It has been asserted by some interests that the Government figures are misleading to a certain extent, it being intimated that the production of last year was not as large as stated, so that there is really more oil available than a year ago, but seemingly, those bullish are not easily disturbed at present.

COTTON.

Intermittent but ephemeral periods, when weather circumstances were of a character inspiring the hope that the belt was on the eve of a cessation of the abnormally heavy precipitation, brought about substantial reactions during the last week, but these were easily recovered with the dashing of such hopes to the ground and the failure of a decided change in climatic conditions to materialize. Saturday's market was again at the high levels of the season with the undertone nervous, essentially so, with fluctuations dependent to a great extent upon the weather, but it was commented upon that holders were confident because of developments and prevailing prices. Those antagonizing the market were in the minority and seemed to be basing their position mainly on the theory that the enhancement of values had discounted the unsuitable weather to this time and that the technical position of the market has become more vulnerable. It is a fact, that there has been heavy realizing at various times with the probability that more or less cotton has found its way into more scattered channels, but it can not be denied that the absorbing ability of the market has been astonishing to even many of those who have liquidated.

Some authorities who seem inclined to be more apprehensive over weather conditions than others regarded the crop reports last week as the worst of the season. Heavy rains in many sections of the belt, particularly the central and eastern districts, were naturaly unfavorably regarded, as it is in these States that crop preparations are most dilatory. There was also undesired precipitation in Texas, Oklahoma, and Arkansas, but it was evident that it was not wholly the extent of the moisture which stimulated the calamitous predictions, but rather the persistency of the wet weather which seems to have continued for a longer period and more consistently than even invetorate bulls had hoped for. It has served to overshadow the discussion cocerning the possibilities of the area this season, and also in regard to the probable spread of fertilizer. It is now maintained that the preparation of the land due to this unceasing moisture for a profitable length of time canot be thorough, and undoubtedly there has been a great deal of speculative buying, on the theory that when the plant does show above the ground complaints of the seed germination and the stand will be numerous.

Many are disposed as look as far ahead as the Fall, believing that with the lateness of the plant, the frost period will be more important than in several seasons, and the nervousness as to the outturn of the crop until this is evaded will be hard to dispel. Of course there are sections in the eastern belt, perhaps in the Carolinas, and also scattered areas in other parts, particularly Texas and Oklahoma, where there is less pessimism noted in the generality of crop advices, but the bad reports easily predominate and it is generally recognized that the start of the crop this season is contrary to that of last, when there was a large acreage, superb preparation, and a much better outlook as a whole at this time. The subsoil moisture this season obviates a basis for a great many complaints as compared with last season, but offsetting this to a certain extent has been the early floods which, according to private advices, have inundated several thousand acres of rich cotton land, and which surely has been disastrous in some parts.

Intimations have been forthcoming at different times of the buying by spinners, both at home and abroad, being retarded by the upgrade of values, with also assertions that in the event of an immediate and continued change for the better in weather conditions there may be reselling at these levels by earlier buyers, but withal there has been no abatement in the strength at Southern spot circles. This is quite in line with expectations, as it has been repeatedly declared by well-informed interests that on the climatic vicissitudes the attitude of spot holders would largely depend. Meanwhile the advices from trade centres, not only from domestic quarters, but also from abroad, are not of a sort to present much ground for bearish enthusiasm. Quotations are still rising for many varieties of the outturn of the mills in this country, with their output reported well sold ahead, while the larger spot sales at Liverpool and the dearer prices at Manchester are indications of practically similar conditions abroad, in spite of the belief that the advanced quotations have interfered with business in many instances. Active trade is being experienced notwithstanding several miscellaneous features which usually, in their combination, would restrain optimism. It is likely that these factors, such as foreign and home political conditions, &c., are exerting influence, but are minimized in importance because of healthy fundamental conditions and a belief that adverse influences are not permanent or new.

SERVICE

Businesslike, Efficient and Courteous

IS ESSENTIAL TO SUCCESS

Windsor Trust Company

affords to customers due accommodation and to their interests the active personal attention of its Officers.

DIRECTORS

CHARLES B. ALEXANDER, New York
AUGUST BELMONT, Jr., August Belmont & Co.
STEPHEN N. BOND, Bond & Goodwin
FRANK O. BRIGGS, Treasurer Roebling Construction Co.
VERNON C. BROWN, Vernon C. Brown & Co.
ALONZO N. BURBANK, President International Paper Co.
JAMES A. BURDEN, President Burden Iron Works
EMORY W. CLARK, President First National Bank, Detroit
FREDERICK L. ELDRIDGE, Vice-President of the Company
H. WARD FORD, Pres. First National Bank, Morristown, N. J.
JAMES GAYLEY, New York
AUGUST HECKSCHER, New Jersey Zinc Co.
ALFRED W. HUDSON, Vice-President of the Company
CHARLES MACVEAGH, Stetson, Jennings & Russell
JOHN MARKLE, Anthracite Coal Operator
ROBERT H. McCURDY, McCurdy, Henderson & Co.
A. GORDON NORRIE, New York
CHARLES A. OTIS, Otis & Hough, Cleveland, Ohio
HENRY T. OXNARD, American Beet Sugar Co.
ROBERT P. PERKINS, President Hartford Carpet Co.
WILLIAM LOWELL PUTNAM, Putnam, Putnam & Bell, Boston
JOHN H. STORER, Wood-Harmon Realties Corporations
ARTHUR TURNBULL, Post & Flagg
CORNELIUS VANDERBILT, New York
CHARLES D. WETMORE, Warren & Wetmore
EGERTON L. WINTHROP, Jr., Winthrop & Stimson
CLARK WILLIAMS, President of the Company

Downtown Office 65 Cedar Street

Uptown Office Fifth Avenue and 47th Street

Metropolitan Trust Company of the City of New York

49 WALL STREET

Accounts of Banks, Corporations, Estates, Firms, Trustees and Individuals received, on which interest at current rates will be allowed.

Issues Letters of Credit and Drafts, available in all parts of the world.

Designated Depositary for Court & Trust Funds

Acts as Executor, Trustee, Administrator, Guardian and Agent.

THE STANDARD TRUST COMPANY OF NEW YORK

25 BROAD ST. NEW YORK CITY

Acts as Executor, Administrator, Guardian, Trustee, Receiver, Fiscal Agent for Corporations and Individuals, Trustee of Corporation Mortgages, Transfer Agent and Registrar. Takes full charge of real and personal property.

ALLOWS INTEREST ON DEPOSITS SUBJECT TO CHEQUE.
ISSUES INTEREST BEARING CERTIFICATES OF DEPOSIT.

OFFICERS

William C. Lane, President — Frank K. Sturgis, Vice-Pres.
James M. Pratt, Vice-Pres. — William C. Cox, Vice-Pres.
Edward M. F. Miller, Treas. — Charles M. Billings, Secretary
E. Brainerd Bulkley, Asst. Secy. — Zelah Van Loan, Asst. Secy.

KNICKERBOCKER TRUST COMPANY

358 Fifth Ave. — 60 Broadway
Lenox Ave. & 125th St. — Third Ave. & 148th St.

Issues

LETTERS OF CREDIT

Payable in all parts of the world

CAPITAL-SURPLUS - - - - - - $9,000,000

More and more people are finding it convenient to keep their Securities and other Valuables uptown instead of downtown.

The Union Trust Company of New York offers unexcelled facilities at moderate prices in the uptown vaults of the Lenox Safe Deposit Company.

At Fifth Avenue and Sixtieth Street they are very near the "social centre" of New York and convenient for most people who live uptown.

Inspection and patronage are invited.

The Washington Trust Co.

of the City of New York.

253 BROADWAY

Allows Interest on Deposits, Guardian, Executor, Trustee, Administrator.

Guaranty Trust Co. of New York

28 Nassau Street, New York.

Fifth Ave. Branch, 5th Ave. & 43d St., N. Y.

London Office, 33 Lombard Street, E. C.

Capital and Surplus . $23,000,000

Deposits 178,000,000

MEETINGS AND ELECTIONS.

Office of THE MICHIGAN CENTRAL RAILROAD COMPANY.

Detroit, Mich., April 2d, 1912.

NOTICE IS HEREBY GIVEN that the Annual Meeting of the Stockholders of The Michigan Central Railroad Company will be held at the principal office of the company in the City of Detroit, Michigan, on the FIRST THURSDAY AFTER THE FIRST WEDNESDAY (being the 2d day) of MAY, 1912, at 10 o'clock A. M., for the purpose of electing Directors and to authorize the guaranty by that company of the principal and interest of consolidated mortgage bonds of The Canada Southern Railway Company to the aggregate amount of not exceeding $40,000,000 provided for in the lease of the Canada Southern Railway to The Michigan Central Railroad Company, dated August 15th, 1903, of which $22,500,000 are proposed to be presently issued and guaranteed for the purpose of refunding the first and second mortgage bonds of The Canada Southern Railway Company (amounting to $20,000,000) which mature January 1st, 1913, and March 1st, 1913, respectively, and to cover the cost of improvements made and to be made to its property; to authorize The Michigan Central Railroad Company to join in The Canada Southern Railway Company's mortgage to secure said consolidated bonds so as to cover its leasehold interest in that property, and also for the transaction of such other business as may be brought before the meeting.

The Poll will be opened at 10 o'clock A. M., and closed at 10:30 o'clock A. M.

By order of the Board of Directors.

DWIGHT W. PARDEE, Secretary.

NOTICE.

The annual meeting of the Stockholders of THE WM. CAIL BITMO COMPANY of New York for the election of three Directors for the ensuing year, and for the transaction of such other business as may properly come before the meeting, will be held at the office of the company, on the sixth day of May, 1912, at 11 o'clock in the forenoon.

Transfer Books will remain closed from the fifteenth day of April, 1912, until the sixth day of May, 1912.

JOHN CROWE HARLAND, Secretary.

MEETINGS AND ELECTIONS.

TO THE STOCKHOLDERS OF THE EQUITABLE APPRAISAL COMPANY:

Notice is hereby given that the election of Directors for the Equitable Appraisal Company not having been held on the day designated in the by-laws and the Directors not having within one month thereafter called a special meeting, a meeting of the stockholders of said corporation for the purpose of electing Directors thereof will be held at the office of said corporation, No. 20 Broad Street, Room No. 1,805, Borough of Manhattan, New York City, on the 4th day of May, 1912, at 5 o'clock in the afternoon of said day.

Dated April 22, 1912.

MICHAEL J. O'HAREN, Secretary and Stockholder of the Equitable Appraisal Company.

Long Acre Square Theatre Company, 1,531 BROADWAY, New York, April 22, 1912.

Notice is hereby given that the annual meeting of the shareholders of Long Acre Square Theatre Company will be held at the office of the Company, No. 1,531 Broadway, Borough of Manhattan, in the City of New York, on the first Monday (being the 6th day) of May, 1912, at 11 o'clock in the forenoon, for the purpose of electing Directors for the ensuing year, and for the transaction of such other business as may properly be brought before the meeting. The transfer books will be closed at the close of business April 25, 1912, and will be opened on the morning of May 7, 1912.

BERNARD K. BIMBERG, Secretary.

MERCANTILE REAL ESTATE CO.

The annual meeting of the stockholders of the Mercantile Real Estate Company will be held at the office of the company, Nos. 115 and 117 Worth Street, New York City, on Tuesday, May 14th, 1912, at 12 o'clock noon.

JOHN M. INGRAHAM, Secretary.

DISSOLUTION NOTICES.

STATE OF NEW YORK, Office of the Secretary of State, ss.:

This certificate, issued in duplicate, hereby certifies that the UNITED SERVICE COMPANY, a domestic stock corporation, has filed in this office on this 18th day of April, 1912, papers for the voluntary dissolution of such corporation, under Section 221 of the General Corporation Law, and that it appears therefrom that such corporation has complied with said section in order to be dissolved.

Witness, my hand and the seal of office of the Secretary of State, at the City of Albany, this eighteenth day of April, one thousand nine hundred and twelve.

[Seal] JOSE E. PIDGEON, Second Deputy Secretary of State.

NEW YORK STOCK EXCHANGE QUOTATIONS

SALES OF STOCKS (Continued)

Range for Year 1911. High	Range for Year 1911. Low	Range for Year 1912. High. Date.	Range for Year 1912. Low. Date.	Closing Saturday, April 20. Bid.	Closing Saturday, April 20. Ask.	Net Change.	Week's Sales	STOCKS.	Par Value.	Amount Capital Stock Outstanding.	Last Dividend Paid. Date.	Last Dividend Paid. Per Cent.	Period.	Range for Week Ended April 20. First	High	Low	Last	Closing a Year Ago.	Sales Week Ended April 20, '12.
130	124	129 Mar. 1.	126¾ Feb. 20.	128⅝	129¼	+ 2		National Biscuit Co. pf.	100	24,804,500	Feb. 29, '12.	1¾	Q	129	129	129	129	..	100
22	12½	17⅝ Mar. 26.	12¼ Feb. 29.	16¼	16⅝	— ⅝		Nat. Enameling & Stamping Co.	100	15,591,800	July 15, '05.	½	Q	16½	16½	16	16¼	..	700
100⅝	85	95½ Jan. 2.	88 Feb. 27.	90	95	— ⅝		Nat. Enameling & Stamping Co. pf.	100	8,546,600	Apr. 1, '12.	1¾	Q	94	94	94	94	..	25
59	42½	60 Apr. 10.	51⅜ Jan. 8.	57	57½	— ⅜		National Lead Co.	100	20,750,000	Mar. 30, '12.	¾	Q	57½	58¼	57	57	51	4,700
109¾	104	109¾ Feb. 15.	105½ Feb. 1.	108¼	109	— ½		National Lead Co. pf.	100	24,463,600	Mar. 15, '12.	1¾	Q	108¾	108¾	108¾	108¾	105¼	150
88⅝	25⅞	86⅞ Jan. 20.	28 April 1.	29¾	30	— ⅝		National Rys. of Mexico 2d pf.	100	124,481,900	.....		..	29½	30⅜	29⅝	29¾	34½	1,100
21¼	15½	20¾ Mar. 25.	18¼ Jan. 29.	19¾	19⅞	..		Nevada Consolidated Copper Co.	5	9,996,970	Mar.30,'12.	87½c	Q	19¾	20	19⅝	19¾	17½	6,734
76	45	57⅝ Apr. 8.	50 Feb. 17.	53	56	— 1⅜		New York Air Brake.	100	10,000,000	July 28, '11.	1½	..	55¼	55¼	55¼	55¼	..	100
115¾	99⅞	120 Apr. 18.	106¼ Jan. 9.	119¼	119½	+ 4¼		New York Central.	100	222,720,300	Apr. 15, '12.	1¼	Q	114½	120	114½	119¼	105⅜	114,200
65	48	61½ Apr. 18.	54 Feb. 29.	57¼	61	+ 2		New York, Chicago & St. Louis.	100	14,000,300	Mar. 1, '12.	3	..	57⅞	61½	57⅞	59	58½	2,210
90	82½	90 Jan. 18.	87 Jan. 27.	87½	90	— 1		New York, Chi. & St. Louis 2d pf.	100	11,000,000	Mar. 1, '12.	2½	SA	89	89	89	89	..	110
*66	*66	47 Apr. 18.	47 April 18.	..	..	— 13½		New York Dock Co. pf.	100	10,000,000	Oct. 15, '11.	1	SA	47	47	47	47	..	100
151¼	126⅞	142¼ Apr. 1.	136 Feb. 1.	136	138	— 1¾		New York, New Haven & Hartford.	100	178,542,700	Mar. 30, '12.	2	Q	137	137	137	137	143¼	200
46⅞	37¾	41⅝ Apr. 12.	35⅞ Mar. 7.	39	40¼	— ⅝		New York, Ontario & Western.	100	58,113,900	Aug. 14, '11.	2	..	40	41	39⅝	39⅝	40⅞	2,100
..	..	92¾ Apr. 20.	88¾ April 18.	92¼	93	+ 2½		New York State Rys.	100	19,997,700	Apr. 1, '12.	1½	Q	89½	92¾	89½	92¾	..	1,637
111¼	99¾	114¼ Apr. 8.	107¾ Feb. 1.	112½	113⅜	— ⅛		Norfolk & Western.	100	84,871,000	Mar. 18, '12.	1½	Q	112¾	113⅝	111⅝	112¾	105¼	24,420
76⅝	64	84⅝ Apr. 18.	74½ Jan. 8.	83¼	83½	+ 1¼		North American.	100	29,779,700	Apr. 1, '12.	1¼	Q	82¾	84⅝	82¼	83⅝	70⅝	7,700
55⅝	39¼	67⅛ Apr. 16.	56 Mar. 11.	66	67	— ½		Northern Ohio Traction & Light.	100	9,000,000	Mar. 15, '12.	1	..	67⅛	67⅛	66¼	66¼	42⅜	300
137⅝	110¾	125⅝ Apr. 6.	115⅝ Jan. 11.	120½	121	— ⅝		Northern Pacific.	100	247,998,300	Feb. 1, '12.	1¾	Q	120	122⅝	120	120⅝	121⅝	34,050
33⅝	23⅛	35 Mar. 27.	30 Jan. 3.	31½	33	— ¼		**Pacific Mail.**	100	20,000,000	Dec. 1, '99.	1	..	32½	33¼	32	32¾	23¼	1,900
54⅝	35	51⅝ Jan. 4.	47 Feb. 5.	48½	49	+ 1¼		Pacific Telephone & Telegraph.	100	18,000,000	.....		..	47½	49⅜	47½	48⅝	49	4,000
130⅝	118⅝	126 Apr. 8.	122¼ Jan. 9.	124⅝	125	— ⅛		Pennsylvania Railroad.	50	453,877,900	Feb. 29, '12.	1½	Q	124⅝	125⅝	124½	124¾	124½	14,813
109	101½	109 Apr. 4.	103 Jan. 8.	108½	108⅝	+ ⅛		People's Gas, Chicago.	100	35,000,000	Feb. 26, '12.	1¾	Q	108¼	108⅝	108¼	108⅝	104¾	1,000
..	..	15⅞ Apr. 20.	13¾ April 17.	15½	16	+ 1¼		Peoria & Eastern.	100	10,000,000	.....		..	13⅜	15⅞	13¾	15½	..	2,600
118¼	99	111¼ Feb. 16.	104 Jan. 29.	106½	107¼	— 1		Philadelphia Co.	50	38,952,000	Feb. 1, '12.	1½	Q	108	108	106¾	107	105¼	900
100	90⅛	108 Apr. 2.	98½ Jan. 2.	104	105	— 1½		Pitts., Cin., Chi. & St. Louis.	100	37,173,800	Jan. 25, '12.	1¼	Q	104	105¼	104	105	93¾	1,900
33¼	17	22⅞ Apr. 20.	16⅝ Feb. 28.	22¾	22⅞	+ 2¼		Pittsburgh Coal Co., N. J.	100	31,844,700	.....		..	19⅞	22⅞	19⅞	22⅜	20¼	23,405
90⅝	67¾	88⅝ Apr. 20.	77 Feb. 8.	88¾	89	+ 5⅜		Pittsburgh Coal Co., N. J., pf.	100	27,071,800	Jan. 25, '12.	1¼	Q	82⅞	88⅝	82⅞	88¼	78	17,700
..	..	192½ Apr. 8.	167 Mar. 7.	184	187	— 3½		P. Lorillard Co.	100	15,155,600	.....		Q	190	190	185	185	..	1,200
..	..	115 Jan. 19.	107¾ Jan. 12.	109¾	110¼	— ⅝		P. Lorillard Co. pf.	100	10,750,100	Apr. 1, '12.	1¾	Q	109⅞	109⅞	109⅞	109⅞	..	235
106	101	103 Feb. 2.	101 Feb. 17.	101½	102¼	..		Pittsburgh Steel Co. pf.	100	7,000,000	Mar. 1, '12.	1¾	Q	102	102	102	102	103½	150
87⅝	25	87⅝ Apr. 9.	28⅝ Feb. 27.	34⅜	35½	+ ⅝		Pressed Steel Car Co.	100	12,500,000	Aug. 24, '04.	1	..	34½	35¼	34½	35¼	31⅜	2,100
102⅝	91	103 Apr. 19.	96 Feb. 28.	102¼	103¼	+ 1		Pressed Steel Car Co. pf.	100	12,500,000	Feb. 21, '12.	1¾	Q	102	103	102	103	99	700
120	106	111¾ Mar. 28.	106⅜ Feb. 17.	109½	110¼	— ¼		Public Service Corporation, N. J.	100	25,000,000	Mar. 30, '12.	1½	Q	110¼	110¼	110	110

STATE SUPPLY BILL CARRIES $1,000,000

Appropriations Cover Colleges, Gettysburg Monuments, Pier Extensions, and Racing.

CONSERVATION GETS $25,000

Quarantine to Have a Laboratory, and Commissioner of Agriculture to Study Horse Breeding.

Special to The New York Times.

ALBANY, April 21.—The annual supply bill contains many interesting features which show how the money is to be spent this year. Here are the more important items:

For the construction of a pathological and bacteriological laboratory at Quarantine Station, $32,000; for its equipment, $10,000, and for construction of docks and coal pockets at Quarantine, $22,000. The Health Officer is also given $25,000 for his contingent expenses.

The Superintendent of Weights and Measures is given $8,000 for apparatus and traveling expenses, and the State Athletic Commission $2,750 to make up deficiencies.

For salaries and expenses of the Secretary to the State Racing Commission, $2,022.

An item of $8,000 for expenses of the commission to investigate port conditions and pier extensions in New York Harbor is allowed to stand.

For the employment by the Attorney General of lawyers and abstract and title companies, $10,000; for attorneys, counsel, special deputies, agents, and Commissioners, $20,000.

The State Board of Pharmacy is given $15,000, and dental examiners received $4,200 for expenses. The Medical Examiners received $11,910.

For the Commissioner of Agriculture for examining into the horse breeding industry, and for the purpose of promoting the breeding of horses, $5,000.

For deficiency in transportation of State, non-resident, and alien poor, $17,500.

For the State Soldiers' and Sailors' Home at Bath, $175,284.

For salaries of twenty-five additional game protectors to Sept. 30, $11,250.

For continuing the hydrographic investigations in co-operation with the United States, $10,000.

For traveling expenses and the enforcement of the fire provisions of the conservation law, $25,000.

For the erection of a monument to Gen. Alexander Stewart Webb, $8,000, and for a monument to Brevet Major Gen. James Samuel Wadsworth, on the Gettysburg battlefield, $4,000.

For advances by the Controller to the Clerks of the Senate and the Assembly for clergymen officiating as Chaplains, stationery supplies, &c., $40,000 each.

For equipping the home economics building at Cornell University, $30,000; for equipping the poultry building, $15,000; to provide instruction in physics, chemistry, $20,000; for the promotion of extension work on farms and with farmers of the State, $50,000, and for investigating diseases of gladioli and other bulbous plants, $2,000, all at Cornell.

For manual training shops at St. Lawrence University, $20,000.

For deficiency of prison maintenance appropriation, $22,400, and for the support and maintenance of insane criminals at Matteawan State Hospital, $30,000.

For the cancer hospital at Buffalo, $36,400.

For legislative and department printing, $150,000.

For the consolidation, codification, and revision of the laws relating to the estates of deceased persons and procedure and practice in Surrogates' Courts, $4,500.

For expenses incurred in the enforcement of the liquor tax law, $20,000.

For expenses of an exhibition of New York State work in hygiene, public health, sanitation, and vital statistics, at Washington, in September, $10,000.

LIKE STANDARD BARREL BILL.

Wholesale Produce Men Here Praise Measure Now Before Congress.

Wholesalers operating in the New York produce market are showing interest in the Standard Barrel bill introduced in the House of Representatives by Representative Tuttle. The bill provides that barrels containing fruits, vegetables, and other dry commodities shall not be less than 26 inches deep, inside measurement; that the outside bilge, or circumference, shall not be less than 64 inches, and that the diameter of the head inside the staves shall be at least 17⅛ inches. The thickness of the staves must not exceed four-tenths of an inch. The capacity of the standard barrel called for is 7,056 cubic inches.

A second section of the bill makes it a misdemeanor to sell or offer for sale for inter-State shipment any dry commodity not contained in barrels of the prescribed capacity.

Following the recent controversy between the New York marketmen and the Bureau of Weights and Measures over the allegd handling of short shipments of fruit, the bill is attracting more than ordinary attention. Wholesalers praise it as a step in the right direction, and urge that a similar bill prescribing other standard retainers, such as fruit boxes and baskets, should follow if the present bill is favorably acted upon. It is pointed out that while a number of States have laws covering the sale of fruits and vegetables in standard retainers, the absence of a National inter-State law permits the forwarding of short shipments into States where at present no such protection is afforded.

JAPANESE TEA LEADS.

We Now Buy Far More from Japan Than from China.

Figures issued by the Department of Commerce and Labor covering the importation of Chinese and Japanese tea into the United States during the last eight years show some highly interesting facts.

In 1904 receipts of Chinese tea in this country exceeded Japanese exports received by more than 10,000,000 pounds. In 1905 the excess of Chinese tea received dwindled to about 1,250,000 pounds, and in 1906 the difference was on the other side of the slate. In that year the difference favored a Japanese exporters by about 200,000 pounds, and since that time the excess of Japanese shipments has mounted up rapidly, until in 1911 the aggregate receipt of Japanese tea received in the United States exceeded Chinese exports by 39,291,436 pounds. From 1904 to Jan. 1, 1912, yearly receipts of Chinese tea dropped gradually from 53,157,852 pounds to 17,993,553, while during the same period importations from Japan increased from 42,700,127 pounds to 57,284,989. In 1911 world shipments of tea to this country totaled 104,165,554 pounds, and when the total poundage of Japanese tea imported is compared with these figures, the present dependency of the United States upon Japan for tea supply becomes plainly evident.

World exports of tea to the United States during 1911 aggregated in value about $18,317,171, and the average value per pound was slightly in excess of 17½ cents.

Quotation List of Outside Securities

THESE quotations are obtained from brokerage houses all over the country. The name of the bidder will be given upon request. Where bid and asked prices are identical two houses have been quoted, so that the bid price of the one equals or is higher than the asked price of the other.

DIVIDEND and interest periods are indicated as follows: M—Monthly; B—Bi-Monthly; Q—Quarterly; S—Semi-Annual; A—Annual; V—No information at hand. *Sells dollars per share. †And interest. ‡Including extra dividend. $Amount authorized. ††Sells flat. ¶Special. xEx dividend.

STREET RAILWAY AND ELECTRIC COMPANIES.

SECURITIES.	Amount Outstanding.	Dividend. Per C't.	Period	Date.	Quotation Apr. 20, 1912. Bid.	Asked.
Albany So. 5s..	$1,302,000	2½	S	M. & S.	96	99
*Am. Gas & El.	2,500,000	1½	Q	Jan. 2, 12	83	85
*Do preferred	1,537,500	1½	Q	Feb. 1, 12	46½	47
Am. Lt. & Trac	10,395,400	2½	Q	May 1, 12	296	297
Do preferred	14,236,200	1½	Q	May 1, 12	106	108
Am. Pow. & Lt.	5,631,400	..	..	.....	71	73
Do 6% sum.pf	3,106,800	1½	Q	Jan. 1, 12	87	87½
Do 6% notes,'21	1,604,500	3	S	F. & A.	99½	100
Appalach. Pow.	6,000,000	V	V	V	24	..
Do preferred	2,180,000	V	V	V	71	..
Ariz. Power....	3,000,000	..	..	.....	15	20
Do preferred	850,000	..	..	.....	53½	60
Do 1st 6s, '33	1,850,000	6	S	M. & N.	82½	..
Aub. & Syr. El.						
R. R., tax ex.	1,460,000	2½	S	A. & O.	100	102
Aug.-Aik. R. & E. s. f. 5s, '35.	2,400,000	2½	S	J. & D.	92	94
Do pf. stock	1,500,000	1½	V	Dec 30, 11	80	85
Do common..	2,250,000	1½	V	Dec 30, 11	27	35
Aug. Ry. & El. 1st 5s of '40....	967,000	5	S	J. & D.	101½	103
Au., E. & C. R. R. 1st 5s, '41.	3,000,000	5	S	A. & O.	100⅛	101½
Balt. Co. Water & Elec. 5s, '46	917,000	2½	S	M. & N.	95½	97½
Birm'ham R. & El. sub. 5s, '24	945,000	5	A	1924	104½	..
Birmingham R., L. & P. Co.4½s	8,720,000	2¼	S	A. & O.	92¾	93½
Do ref.ex.6s,'57	2,000,000	3	S	M. & N.	104½	105½
Buf. Cr't'n 1st5s	2,974,000	2½	S	M. & N.	104½	..
Buff. Gen. El.5s	2,375,000	1½	Q	Dec 30, 11	102¼	102⅝
Buff. & Lacka. 1st 5s of '28...	1,000,000	2½	S	J. & D.	90	96
B. & L. El.5s,'36	7,068,000	2½	S	M. & N.	65	70
B. & Lockp. 5s.	500,000	2½	S	J. & J.	99	100
B. & N. Falls E. L.& P.1st5s,'42	500,000	2½	S	F. & A.	99	..
Butte E.&P.Co.	4,000,000	1½	Q	Mar 20,12	118	122
Do preferred	1,000,000	1¼	Q	May 1, 12	79	..
Cal. Elec. Gen. Co. pf.....	600,000	1¾	Q	Apr. 1, 12	76½	..
Capital Trac.	12,000,000	1½	Q	Apr. 1, 12	125	..
Do 1st 5s, '47	4,000,000	2½	S	J. & D.	110	110¼
Central Maine Power 1st 5s..	1,100,000	..	S	M. & N.	96½	..
Chas. City Ry. 5s, 1923.....	750,000	2½	S	J. & J.	103	105
Chi.-Terre H. & S. E 1st 5s...	3,100,000	2½	S	J. & D.	..	98
Citz. L.H.& P.5s	1,500,000	2½	S	M. & N.	99	101
Clev. El. Ill....	5,734,500	4	S	V	125	128
Do preferred	800,000	6	Q	F.M.A.N	108	..
Clev. El. R 5s,'13	4,955,000	2½	S	M. & N.	100½	..
Clev'l'd Ry. 1st 5s, '31.....	5,045,000	2½	S	M. & S.	100½	101¼
Clo. Spgs. El. 1st 5s, '20.....	1,000,000	2½	S	A. & O.	97	100
Do L.& P5s,'19	800,000	2½	S	A. & O.	97	100
Do L., H. & P. ref.5s,'20	1,200,000	2½	S	F. & A.	94	97
Colum. R., G. & E. 1st 5s, '36..	2,454,000	2½	S	J. & J.	94	96
Do common..	2,000,000	V	V	V	50	..
Do preferred	840,000	1½	Q	J., &c.	85	95
Conn. R. & L. 1st 4½s, 1951, st. red'm'ble..	10,782,000	2¼	S	J. & D.	101¼	..
Do unstamp..	1,709,000	2½	S	J. & D.	101½	..
Con. Gas, E.L.& P. (Balt.) 4½s	11,564,000	2½	S	J. & J.	90¼	90½
Con. Tr. of N.J.	15,000,000	2	S	Jul 15, 11	76	77
Do 1st 5s, '33.	15,000,000	2½	S	J. & D.	104½	105¼
Consum. El. & P. 5s, '36.....	1,481,000	2½	S	J. & J.	91	94½
Consum. Power (Mich.) 5s....	6,674,000	1½	Q	Jan. 2, 12	96	98
Det. Edison Co.	5,962,000	V	V	V	119⅝	..
Duluth Ed. El. Co. 1st 5s, 31.	1,103,000	2½	S	M. & S.	96	..
Economy L.&P. 1st mtg. 5s,'56	1,621,000	2½	S	J. & D.	97½	..
Elec. Util. Cor.	2,250,000	..	..	.....	25	30
Do preferred	1,500,000	1¼	Q	Apr 15, 12	84	87
Erie & Sub. Ry. 5s, '41	970,000	2½	S	A. & O.	..	90
Do 6s	501,100	¾	M	Feb 20, 12	81	84
Do 5s	1,250,000	2½	S	M. & N.	87	90
Fed. L. & T. Co.	4,750,000	V	V	V	37½	39½
Do preferred	2,500,000	1½	Q	Mar 1, 12	79½	81
Gas & El.Sec.Co	1,000,000	..	A	Monthly	100	104
Do preferred	1,000,000	7			90	94
Grand Rap. Ry. Co. 1st 5s, '16	3,274,000	2½	S	J. & D.	100	..
Guanaj.P. & E.	3,500,000	..	..	.....	30	38
Do preferred	1,500,000	1½	Q	Feb 1, 12	68	75
Ft. Smith L. & T. pf.....	1,140,000	1¾	Q	Apr 15, 12	92½	95
Ft. Worth P. & Lt. 1st 5s.....	1,500,000	2½	S	F. & A.	97	98
Hamburg Ry. 4s of '26	650,000	2	S	M. & N.	88	96
Harwood El. 5s, '39	1,000,000	2½	S	J. & J.	101	..
Hud. R. El. P. 1st 5s, '44....	4,222,000	5	S	F. & A.	88½	40½
Int. Ry. of Buf.: Buf. Div.5s,'31	4,706,000	2½	S	F. & A.	105	105½
Do deb.6s,'17	1,000,000	3	S	M. & S.	104⅝	..
L.&O.Div.1st5s	800,000	3	S	M. & S.	98	..
B.&L.Div.1st5s	500,000	2½	S	J. & J.	99	100
B.&N.FD.1st5s	750,000	2½	S	J. & D.	104¼	..
Int. Trac. 4s,'49 receipts flat..	18,815,000	2	S	J. & J.	70	71½
Jer. Cen. Tr.gen 5s of '54.....	750,000	5	S	J. & D.	85	90
J. C., H. & P.4s	14,061,000	2	S	M. & N.	82	82¼
Joplin & Pit.Ry. 5s	1,750,000	2½	S	M. & S.	94½	96½
Kan. C. R. & L.	9,543,080	..	..	.....	19	20
Do preferred	9,407,500	1¼	Q	Mar 1, 11	49	50½
Do 1st l.r. 5s	10,200,000	2½	S	M. & N.	94	95
Do cv. 6s, '12	5,478,000	3	S	M. & N.	97	98
K. C. Belt L. 6s	2,500,000	3	S	J. & J.	106	107
K. C. Elv. 4s,'22	2,000,000	2	S	J. & J.	75	78
Kan. C. West.5s	1,650,000	2½	S	M. & S.	80	83
K.C. Met. St.Ry. cn.ex.1st 5s,'13	7,243,000	2½	S	M. & N.	97¼	98
K. C. & Westpt. 1st 5s, 1926...	500,000	2½	S	J. & J.	90	93
Kan. G. & E. 5s of '22 pf.....	1,100,000	7	Q	J.M.J.O	95	97
Knoxv. Tr. 5s..	824,000	2½	S	A. & O.	106½	..
Leav'nw'h L.,H. & P. 5s.....	675,000	2½	S	M. & S.	92	96½
Lit. Rock Ry. & El. 1st 5s, '33	1,972,000	2½	S	A. & O.	105	..
L. Rock H. S. & W. R.R. 4s,'39	1,140,000	4	S	J. & J.	84	85
Lockport G. & E. 5s of '20..	300,000	2½	S	F. & A.	97	100
Do L., H. & P. 5s, '38....	409,000	2½	S	J. & J.	90	95
Los A.G. & E.5s	2,920,000	2½	S	M. & S.	96½	98½
Mtn.St.Ry.6s,'13	600,000	3	S	M. & N.	102	103
Mobile Electric	950,000	..	..	.....	..	..
Do preferred	647,000	1¾	Q	Feb 15, 12	92½	95
Muskogee G. & E. pf.....	1,149,300	1¾	Q	Mar 15,11	95	97½
Nas. L. & P. 5s	619,000	5	S	A. & O.	99½	102½
N. Y. & Q. E. L. & P. 1st 5s...	2,350,000	2½	S	F. & A.	102	103
N. Am. Co. 5s, notes, 1912.....	1,922,000	2½	S	M. & N.	100	..
N. F. Pow.5s,'32	10,000,000	2½	S	J. & J.	102¼	102¾
Niag., L. & O.P. 5s, '54.....	4,910,000	2½	S	M. & N.	90	94

GAS AND WATER COMPANIES.

SECURITIES.	Amount Outstanding.	Dividend. Per C't.	Period	Date.	Quotation Apr. 20, 1912. Bid.	Asked.
N.Y. & Q. G.Co. 1st 5s.....	816,000	2½	S	F. & A.	99½	101½
Nor. Union Gas 5s of '27.....	3,500,000	..	..	.....	101	103
Okla. G. & El. 5s, '29.....	2,375,000	2½	S	A. & O.	97	99
Omaha Gas 6s.	V	1½	..	Apr 15, 12	67	67½
Pacific G. & E.	28,908,750	1¾	..	Apr 15, 12	66⅝	67
Do gen. & ref 5s, '42.....	.....	..	..	.....	92	92¼
Do deb. 6s,'87	.....	..	..	.....	100	101
Do preferred	10,000,000	1½	Q	Feb 15, 12	91½	92¼
Port'd G.& C.5s	8,401,000	2½	S	J. & D.	98½	100½
St. Jos. Gas 1st 5s of '44.....	V	V	V	V	90	94
San Ant. Water 5s of '33.....	1,047,000	5	S	F. & A.	88	91
Do con. 6s,'18	V	V	V	V	106½	..
Scran. G. & W. 1st 5s, '23....	V	V	V	V	103	103½
Do deb. 5s,'35	421,000	5	S	J. & J.	101¾	102¼
Do deb 5s, '39	V	V		V	101¾	102¼
Sioux City Serv. ice 5s	V	V	V	V	95	97
S. Jer. G. & El.	6,000,000	4	S	J. & D.	132	134
Do 1st 5s, '53	12,378,000	2½	S	M. & S.	99¼	100
Sp'brook Wat.5s	4,490,000	2½	S	A. & O.	103¾	104
Standard (N.Y.)	5,000,000	2	S	Dec 30, 11	60	..
Do preferred	4,295,700	3	S	Dec 30, 11	95	..
Do 1st 5s,1930	1,362,000	2½	S	M. & N.	104½	106
Syrac. Gas 1st 5s, 1946	2,500,000	2½	S	J. & J.	102½	..
Syrac. L. & P. col. tr. 5s, g., '54	5,506,490	2½	S	J. & J.	87	90
Syracuse Lt. 1st mtg. 5s, '51...	2,500,000	2½	S	J. & D.	100¼	..
Unit. Gas Imp.	V	2	Q	Apr 15, 12	87⅝	87¾
Washington G., ($20)	2,600,000	V	V	V	87½	88¼
Do 5s, 1960..	2,860,000	2½	S	M. & N.	110⅝	110¾
West. N.Y.Wat.	5,000,000	V	V	V	..	6
Wilkesbarre G. & E. 1st 5s,'55	3,000,000	2½	S	J. & J.	102	103

NEW YORK CITY TRACTIONS.

Bleecker St.&F. Ferry stock..	900,000	V	S	V	23	30
Do 1st 4s, '50	700,000	4	S	J. & J.	70	80
B'way& 7th Av.	2,100,000	2½	V	V	150	180
B'klyn C.R.($10)	12,000,000	2	Q	Apr 15, 11	161	165
Cen. C't'n stk..						
1st 6s of '22...	V	V	V	V	90	100
C. P. N. & E.R.	1,800,000	2½	S	Jan., 1908	10	15
C. Isl. & B. stk.	2,983,000	2	Q	Feb., 1907	75	85
Chris. & 10th St	650,000	2	Q	Apr. 1, 11	135	140
Eighth Av.R.R.	1,000,000	4	Q	April	300	350
42d St. & Gr.St.	748,000	12½	N	V	295	325
Met. St. Ry....	52,000,000	1¾	Q	July 1, 07	..	..
Ninth Avenue..	800,000	2	Q	.....	150	..
Second Av. stk.	1,862,000	2½	Q	Jan. 1, 00	6	10
2d Av. Ry. 1st con. 5s, '48...	V	5	A	V	45	..
Sixth Av. stock	2,000,000	1¾	Q	V	..	150
23d & 29th St. 1st 5s, '96....	V	5	A	V	19	23
14th St. Crosstown 1st 5s,'96	.....	..	..	.....	96	100

STREET RAILWAY AND ELECTRIC COMPANIES.

SECURITIES.	Amount Outstanding.	Dividend. Per C't.	Period	Date.	Quotation Apr. 20, 1912. Bid.	Asked.
N.Y.& Westch'r LtgG M4s,2004	10,000,000	2	S	J. & J.	83½	86
N.Hud.Co Ry.5s	1,291,000	2½	S	M. & N.	100	..
Nor. Id. & Mon.	4,000,000	..	..	.....	11	13¼
Do preferred	2,500,000	..	..	.....	..	57
Nor. Jersey Ry. 1st 4s, 1948..	15,000,000	2	S	M. & N.	82¾	83¼
No. Ont. L. & P	V	V	V	V	18	22
Do preferred	V	V	V	V	..	65
Do 1st 6s, '31	V	V	V	V	..	90
N. O. Ry. & Lt. 4½s of '35....	17,544,000	2¼	S	J. & J.	87¾	88½
Nor. St. Power.	4,033,300	..	..	.....	35¾	36½
Do preferred	3,638,700	1¾	Q	Apr 15, 12	91	91½
Nor. Tex. Tr. 5s	2,500,000	2½	S	J. & J.	101	..
Okla. Ry. 5s....	2,630,000	2½	S	J. & J.	94	96
Om. & C. B. St. Ry. 1st 5s, '28.	6,814,000	2½	S	J. & J.	97½	98½
Ont. P. stock...	8,119,000	V	V	V	47½	49½
Ontario Pow. 5s	6,949,000	2½	S	F. & A.	95	95¾
Ont. Transmis. 1st 5s, 1945...	1,556,000	2½	S	M. & N.	90	94
O. & C. B. Ry. & B. 1st 5s,'28	1,667,800	2¼	S	J. & J.	97½	..
Oreg. Elec. Ry.	2,000,000	2½	S	M. & N.	99	..
Pere Marq.R.R. con.mtg.4s,'51	8,882,200	2	S	J. & J.	70	75
Portland (Ore.) Ry. 1st 5s, '30.	8,220,000	2½	S	M. & N.	99	100
Port. R. L. & P. 5% notes,'12	4,278,000	2½	S	M. & N.	100	..
Port. Gen. El.5s	7,640,000	2½	S	J. & J.	101	..
Pot'm'o El. Pow con. mtg.5s,'36	4,891,000	2½	S	J. & J.	101¾	102¼
Do 1st 5s,'29	1,700,000	2½	S	J. & D.	103	103½
Pub. R. Cor.ctfs	19,970,440	1½	Q	Dec 30, 11	111½	112½
*Pub. Util. Cor.	1,000,000	..	..	.....	45	..
Do preferred	500,000	1¾	Q	Jan.	47½	50
Queens Boro. G. & E. 5s of '52	1,600,000	5	S	J. & J.	97	99
Rep. R. & El.Co	5,200,000	..	..	.....	29½	30½
Do preferred	6,360,000	1½	Q	Jan 15, 12	78½	80
Rich. L., H. & P. 5s of '14...	200,000	2½	S	J. & J.	99	..
Roch Ry. & L.5s	9,401,000	2½	..	J. & J.	100	101½
Same bond, tax exempt N. Y.	.....	..	..	.....	100½	102
Roch., Syr. & E. 5s of '45...	V	V	V	V	85	86
Rockld.L.& P.5s	605,000	2½	S	M. & N.	98½	100
Rockf'd (Ill.) E. 5s of '39.....	1,504,000	5	S	M. & S.	95½	97½
Rutland R., L. & P. 1st 5s,'46	1,702,000	2½	S	M. & S.	95	..
St. Jos.(Mo.) R., L., H. & P.5s.	4,250,000	2½	S	M. & N.	98½	101
Sapp. Val. Tr.5s	813,000	2½	S	F. & A.	98	..
Salt L. & Ogd. 1st 5s.....	1,000,000	..	S	F. & A.	96½	98½
San Diego Con. G.& E.1st5s,'39	2,450,000	2½	S	M. & S.	96½	98½
Scioto Val. Tr. 1st 5s, '23.....	1,600,000	1¼	Q	Jan. 1, 12	98½	..
Scranton El. 5s	2,280,000	2½	S	J. & J.	102	103½
Scran. Ry. ($50)	2,000,000	..	..	.....	60	..
Do pf., ($50)	1,500,000	1½	Q	Jan. 2, 12	62½	70
Do con.5s,'32	1,100,000	1¼	Q	Apr 15, 12	71	72
Seattle Elec. Co con. 5s, '29....	7,271,000	2½	S	F. & A.	98½	100
Seattle Lig. 5s.	3,623,000	2¼	S	A. & O.	94½	96½
Sierra & San F. Pow. 1st 5s..	6,500,000	2½	S	F. & A.	93	95
So. Cal. Ed'nCo.	7,200,000	1¼	Q	Apr 15, 12	75¾	77
Do 5s.....	9,336,000	2½	S	J. & J.	96	98
South'n Pow. 5s	4,000,000	2½	S	M. & S.	99½	100
Spokane & Inland Emp. 5s.	4,035,000	2½	S	M. & N.	98½	100
Spgfld. (Mo.) R. & L.F.L.5s,'26	2,000,000	2½	S	M. & N.	94½	96
Superior W.,L.& P. 1st 4s, 1931.	1,600,000	2	S	M. & N.	82	84
*Stand. G. & E.	7,468,150	..	..	.....	23	24
*Do preferred	9,837,000	2	S	J. & J.	52	52½
Syrac. Rap. Tr. 6s of '48....	V	V	V	V	102	..
Tampa El. 1st5s	932,500	2½	S	J. & J.	98	..
Tex. Trac. 1st 5s	2,000,000	2½	S	J. & J.	94	96
Tri-City R. & L.	9,000,000	..	..	.....	49½	50½
Do preferred	2,826,200	1½	Q	Apr. 1, 12	92½	94
Do 5s of '23..	V	V	V	V	97¼	98½
Unit. Elec. N.J. 4s, '49.....	18,617,500	2	S	J. & D.	82¾	83⅜
Unit. E. L. & P. (Balt.) 4½s....	4,428,000	2¼	S	M. & N.	94½	95
U. Ry. & Elec. (Balt.) inc. 4s.	14,000,000	2	S	J. & D.	64¼	64½
UG & E of NJ.5s	1,454,000	2½	S	J. & J.	97	..
United Utili.....	5,000,000	..	..	.....	28	..
Do preferred	1,000,000	1¾	Q	Apr. 1, 12	98½	101
Utica & M'h'k V. Ry. 4½s,'41.	2,268,000	..	S	M. & S.	97½	99
Va. Ry. & P. 5s	10,345,000	2½	S	J. & J.	93	97
Wash. R. & El.	5,500,000	1	Q	Mar. 1, 12	86	87
Do preferred	8,500,000	2½	S	Dec. 1, 11	94½	95
Do con. 4s,'51	10,244,000	2	S	M. & S.	86½	87⅛
Wash.-Va. Ry., Do preferred	1,378,000	1½	S	May 1, 12	50	..
W. Penn.Rys.5s	1,000,000	2	S	May 1, 12	60	..
West'n Power..	V	V	V	V	99½	101
Do 6% cum.pf	14,670,000	..	..	.....	32⅝	33⅝
West. St. G.& E	6,000,000	6	..	Jan. 1, 12	60	60½
Do preferred	3,503,000	..	..	.....	60	65
	1,800,000	1¾	Q	Jan 15, 12	95	97½

INDUSTRIAL AND MISCELLANEOUS.

Am. Bank Note Co. ($50).....	5,000,000	1	Q	Feb 15, 12	46	50
Do pf. ($50).	5,000,000	1½	Q	Apr. 1, 12	52	58
Amer. Chicle...	6,000,000	‡2	M	Feb 20, 12	226	230
Do preferred	3,000,000	1½	Q	Apr. 1, 12	105	107
Am. Glue Co...	800,000	‡3	S	May 1, 12	112	114½
Do preferred	1,600,000	4	S	Feb. 1, 12	147	149½
Am. Loco. 5s,'14	V	5	S	A. & O.	100¼	100⅝
Am. Screw.....	3,000,000	2½	Q	Mar 30,12	153	160
Am. Typefd.....	4,000,000	1	Q	Apr 15, 12	47	50
Do preferred	2,000,000	1¾	Q	Apr 15, 11	98½	101
Do deb.6s,'39	1,900,000	3	S	Nov 1, 11	99½	100½
Am. Writ. Pap.	9,500,000	..	..	.....	2¾	3¼
Asso. Sim. Hdw	5,110,400	V	V	V	40	45
Ast. V'neer Mls & Dock. 6s,'41	930,500	V	V	V	91	92
Arlington Mills	500,000	3	S	J. & J.	100	105
Atl. Port. Cem.	8,000,000	8	S	J. & J.	..	42
Do 1st 6s, '25	11,000,000	..	S	M. & S.	101	105
Bab. & Wilcox.	4,400,000	3	S	M. & S.	101	105
Baldwin Loco..	15,000,000	7	Q	J.A.J.O	101	103
Barney & Smith	9,200,000	10	V	V	54½	55
Car 5s of '36..	2,000,000	2½	S	J. & J.	90	92
Bliss, E. W., Co.	1,250,000	2½	Q	Apr. 1, 11	80	85
Do preferred	1,250,000	2	Q	Jan. 1, 12	122	125
Bon Air C. & I. gen. 5s, '34...	V	V	V	V	70	75
Do 5s, '36....	780,000	5	S	J. & D.	45	55
Bord. C. Milk..	21,250,000	4	S	Feb15, 12	124	125½
Do preferred	7,500,000	1½	Q	Mar 15,12	108½	109½
Celluloid	5,925,000	1½	Q	Apr. 1, 12	142	144
Central C. & C.	5,125,000	1½	Q	Apr 15, 12	81	83
Do preferred	1,875,000	1½	Q	Apr 15, 12	79½	80½
Cen. Fireworks.	1,406,800	V	V	V	1	3
Do preferred	1,267,200	3½	A	March 1	13	..
Chesebr'gh Mfg	500,000	$10	Q	Apr. 2, 12	650	700
Con. Rub. Tire.	4,000,000	..	..	.....	9	10
Do preferred	1,149,500	1⅞	Q	Dec., 1909	40	50
Crocker-Wh'ler.	1,700,000	1½	Q	V	90	92¾
Do preferred	500,000	1¾	Q	V	105	..

BANKS.

SECURITIES.	Amount Outstanding.	Dividend. Per C't.	Period	Date.	Quotation Apr. 20, 1912. Bid.	Asked.
Aetna Nat.....	$300,000	2	Q	Apr. 1, 12	190	200
America	1,500,000	14	S	Jan. 2, 12	615	625
Am. Exch. Nat.	5,000,000	5	S	Nov 1, 11	243	248
Batt'y Pk. Nat.	200,000	3	S	Jan. 2, 12	135	140
Bowery	250,000	18	Q	Feb. 1, 12	400	..
Bronx Borough.	150,000	10	S	Jan. 1, 12	300	..
Butch. & Drov. (Nat.) ($25)...	300,000	3	S	Jan. 2, 12	130	140
Century	500,000	1½	Q	Jan. 2, 12	230	235
Chase National.	5,000,000	5	Q	Jan. 2, 12	645	..
Chat.-Phen.Nat.	2,250,000	2	Q	Apr. 1, 12	185	190
Chelsea Exch..	200,000	2	S	Apr.

TRACES GOLD OUTPUT FOR LAST 21 YEARS

Director of the Mint Says United States Is Largest Factor in Absorption of Production.

INCREASED DEMAND IN INDIA

Report Says Rise in Prices Has Been Exaggerated Because They Were Abnormally Low in 1896-97.

WASHINGTON, April 21.—The report of George E. Roberts, Director of the Mint, just issued, gives an extensive review of the production and distribution of gold during the twenty-one years beginning with 1890 and ended with 1910. These years cover the period of what has been called the "new golden era," beginning with the discovery of the Transvaal gold field and of the cyanide process of extraction.

The gold production is shown to mount steadily upward, save for the interruption caused by the Boer war, from $118,000,000 in 1890 to $454,000,000 in 1910. The review then undertakes to trace these new supplies of gold into use, showing the estimated consumption in the industrial arts, the absorption of Asia, the amounts taken by new and developing countries, and finally the amounts that have entered into the bank reserves of the important commercial countries.

The twenty-one years are divided into two periods, the first of ten years, 1890-1899, and the second of eleven years, 1900-1910. The production in the first period is estimated at $1,960,000,000, which is found to have been distributed approximately as follows:

Industrial arts	$570,000,000
Banks and Treasury of the United States	260,000,000
European banks	686,800,000
Banks of Canada, Australasia, and South Africa	59,700,000
Egypt and Asia	195,000,000
	$1,771,500,000
Other banks, circulation, private holdings, &c.	188,500,000
Total	$1,960,000,000

During the second period of eleven years production amounted to $4,037,000,000, and distribution is estimated to have been substantially as follows:

Industrial consumption	$958,000,000
Absorption of India	433,000,000
Absorption of Egypt	145,000,000
Bank of Japan	60,000,000
Conversion funds of Argentina and Brazil	343,000,000
Banks of Mexico	28,500,000
Banks and Treasury of United States	726,800,000
Banks and Treasury of Canada	85,700,000
Banks of Australasia and South Africa	95,600,000
Banks of issue, Europe	863,200,000
	$3,748,800,000
Other banks, circulation, &c.	288,200,000
Total	$4,037,000,000

The industrial consumption has about doubled during the period under review, and for the year 1910 is estimated to have been:

Countries.	Gold (value.)
United States	$33,756,500
Germany	15,536,000
France	16,836,000
Great Britain	15,040,000
Switzerland	6,670,000
Italy	3,000,000
Austria-Hungary	5,750,000
Russia	4,000,000
Belgium	700,000
Netherlands	640,000
Denmark	250,000
Norway	200,000
Sweden	500,000
Finland	160,000
Portugal and Spain	1,800,000
Southeastern Europe	1,200,000
Australasia	1,000,000
Canada	1,850,000
Mexico and Central and South America	1,000,000
Total	$111,848,500

The most striking feature of the review is the showing of an increasing absorption of gold by India. That country in its relations with Europe has always had a favorable trade balance which had to be settled in the precious metals, but until recently the principal medium has been silver. Of late the trade balances have been growing larger, as a result of increasing exports and the higher prices received for them, and while India continues to take about the same amount of silver as formerly it is also taking large sums in gold. For the ten-year period, 1890-1899, the net imports of gold into India plus the country's own production were $135,800,000; for the eleven years, 1900-1910, they aggregated $483,800,000; for the British fiscal year ended March 31, 1911, they amounted to $90,487,000, or about one-quarter of the world's production after the industrial consumption was provided for. The Director of the Mint, referring to these imports, says:

It may be questioned whether the economists who are expressing fears as to the effects of the production of gold at the present rate are aware of the amount of that metal taken by India since the gold standard was definitely established and the Government began to pay out sovereigns freely.

In this connection the report calls attention to the part that India has played in the past in modifying the effect of sudden influxes of the precious metals upon the markets of Europe. The development of the gold fields of California and Australia in the early fifties caused much alarm in financial circles and caused several countries to close their mints to the free coinage of gold. But about that time the construction of India's first railways caused the transfer of large sums of British capital to India, and later caused an increase in the latter's exports, so that large sums of silver were necessarily transported that country. These sums, taken in the main from the monetary stock of France, made room for equal amounts of gold.

Attention is directed to a review of this period, written in 1865 by Prof. Stanley Jevons of the University of London, in which he summed up the influence of the movement to India as follows:

Asia, then, is the great reservoir and sink of the precious metals. It has saved us from a commercial revolution and taken off our hands many millions of bullion which would be worse than useless here. And from the earliest historical ages it has stood in a similar relation to Europe. In the Middle Ages it relieved Europe of the excess of Spanish-American treasure, just at it now relieves it of the excess of Australian treasure. "The Indian trade," says Macpherson, "arose to considerable magnitude at the same time the American mines began to pour their treasures into Europe, which has happily been preserved by the exportation of silver to India from being overwhelmed by the inundation of the precious metals, as it must have been had no such exportation taken place."

The review shows that important amounts of gold have been taken during the twenty-one years by countries outside of the old circle of gold-using nations. Thus Argentina and Brazil within the last decade have established their currencies upon a gold basis and acquired $344,000,000 of that metal. Japan, Mexico, and other countries adopted the same policy, each with a moderate accumulation of gold.

Moreover, it appears that of the gold acquired by European countries the larger part has been used for the reorganization of monetary systems and to strengthen and fortify certain great institutions, partly for financial and no doubt partly for political reasons. Thus of the amount taken by European banks during the first period, which was $686,000,000, the sum of $583,000,000 went into the vaults of the State banks of Russia, Austria-Hungary, and France. The first two were adopting the gold standard and providing adequate reserves for their paper currencies. Previous to that time silver had predominated in the reserves of the Bank of France, and that institution was systematically building up its stock of gold.

During the second period $863,200,000 was acquired by all European banks of issue, but of this the state banks of France, Russia, Austria-Hungary, Italy, and the Balkan countries took $729,568,000, and all of the other banks of issue in Europe, including Germany and the United Kingdom, gained only $133,000,000. The Bank of France increased its gold reserve during the second period by $271,000,000, or about 75 per cent., while its loans and discounts increased by only about 5 per cent. It appears, therefore, that, aside from the gains of the United States, the new gold supplies have not gone where they might be expected to have the greatest effect upon prices.

The country which appears as the largest factor in the absorption of gold and in the expansion of credit during this period is the United States. The banks and Government Treasury increased their gold holdings by $702,927,944, the National banks increased their note circulation $557,800,000, and the National and State banks together increased their loans and discounts from $5,167,805,610 to $12,855,508,194. The gain in gold was 106 per cent., and in bank loans 115 per cent.

In discussing the effect of the increased production of gold upon prices, the Director of the Mint says:

The rise of prices since the decade 1890-1899 has been exaggerated by the common practice of comparing current prices with the abnormally low prices which prevailed during the years 1896-97. Those were years of industrial panic and paralysis in the United States, and prices all over the world were in some degree affected by the state of industry here. Conditions in every line of production were confessedly abnormal and it is misleading to calculate from that basis.

The principal crops of the United States which are used mainly for human food or fed to meat-producing animals, and thus contribute to the food supply, are wheat, corn, potatoes, and rice, and the acreage in these crops within the United States decreased 2.5 per cent. between the census of 1899 and the census of 1909, while the population increased 21 per cent. In number of cattle, sheep, and swine the country barely held its own between 1900 and 1910, as shown by the census counts. This relative falling off in food supplies was despite the encouragement of rising prices, and but for the rising prices would doubtless have been greater.

B. & O. SPENDING $60,000,000.

Willard Looks for Great Gain from Track Improvements.

Special to The New York Times.

BALTIMORE, Md., April 21.—President Willard of the Baltimore & Ohio Railroad has been inspecting the extensive improvements now under way on the company's main line to the West, which will cost $60,000,000. Speaking of the work, Mr. Willard said:

"It is going to limber up the Baltimore & Ohio in such a way that I look confidently not only to the road earning the interest on the $60,000,000 which it will cost, but also to bringing additional revenue into the company's coffers."

The improvements will enable the Baltimore & Ohio to handle easily and promptly 1,200 loaded freight cars a day where formerly it was difficult to get 800 cars through.

The railroad has provided a third track all the way from Grafton, West Va., to Brunswick, Md., to take care of the slow moving traffic. To obtain room for this additional service, the engineers have torn away the tops of four elevations, ranging from 150 to 227 feet above the track level. These are now open spaces on the surface, and afford the company room for more trackage should this be needed.

This work, which eliminated three tunnels, was necessary because two of the large and powerful locomotives now in use could not pass each other on different tracks in the tunnel.

Throughout a stretch of nearly 200 miles curves have been straightened and grades reduced to effect a greater train haul with the same power. In come cases the curves taken out were perhaps only a few hundred feet in length. In others they were many thousands of feet.

At Grafton large assembling yards have been provided, at a cost of about $2,000,000, to prevent any choking of traffic at that point.

NEW EQUITABLE REPORT.

Just Completed by Examiners, Who Lost Data In Recent Fire.

ALBANY, N. Y., April 21.—Supt. of Insurance Emmet has caused to be filed in the Insurance Department, as of April 22, the report on examination of the Equitable Life.

The destruction of the home office by fire in January of this year has delayed the completion of the report of examination until this month. This examination, involving several months' work of a large force of examiners, had been completed at the time of the fire, when all the data of the examiners was destroyed and had to be largely reproduced.

The report shows that the society's accounting system is more extensive than necessary, yet this condition saved it and its policy holders irreparable loss when the home office building was destroyed. The new features which the society has taken up since the last report are described, and consist of the conservation department, the home purchasing plant, and the group insurance plan.

The report also shows that the society is in good financial condition, and that aside from the loss of its records and the expense and inconvenience caused thereby, the pecuniary loss from the fire was insignificant. All the assets of the society are good, and ample reserves are held to cover every liability. The amount of new business written has been increased each year.

That portion of the report which treats of the financial condition of the society for 1911 shows that it had assets of $503,867,097.17, liabilities of $432,183,505.66, premium income of $52,882,149.01, and disbursements to policy holders of $54,921,300.90.

Arrival of Buyers.

Arriving buyers may register in this column by telephoning 1000 Bryant.

Darrow & Metcalf, Los Angeles, Cal.; R. L. Darrow, domestics, millinery, ladies' and men's furnishing goods; 31 Union Square; Great Northern.

Field, Marshall, & Co., Chicago, Ill.; S. G. Harwood, dry goods; 104 Worth.

Kaufman Brothers, Pittsburgh, Penn.; M. M. Dunn, dress goods and silks; 200 5th Av.

Kahn Brothers, Oakland, Cal.; D. Magee, domestics; 377 Broadway; Hermitage.

Meachum, M. Co., Fort Worth, Texas; H. C. Meachum, cloaks, suits, and waists; L. J. Wortham, dry goods; Holland.

Siegel, Cooper & Co., Chicago, Ill.; J. Kohnfelder, housefurnishing goods; 6th Av. and 20th; Grand.

McCreery & Co., Pittsburgh, Penn.; H. H. Clymer, furnishing goods; 214 Church.

Dimond, L., & Sons, Providence, R. I.; J. F. Goodwin, notions; 70 Franklin; Hermitage.

Goldenberg, M., Washington, D. C.; Miss K. E. Miller, ladies' and infants' wear and corsets; 15 W. 26th; Latham.

Lexington Dry Goods Co., Lexington, Ky.; T. Burnett, dry goods; C. L. Thompson, notions millinery; Latham.

Mandell Brothers, Chicago, Ill.; J. W. Frawley, dress goods; 13 E. 22d.

Field, Marshall, & Co., Chicago, Ill.; A. R. Palmer, carpets; 104 Worth.

Burkhardt-Seiter-Harding Co., Cincinnati, Ohio; A. E. Burkhardt, millinery; Hoffman House.

Sears, Roebuck & Co., Chicago, Ill.; Y. E. Stall, sporting goods; 43S B'way; Brotzell.

Elliott-Taylor-Woolfenden Co., Detroit, Mich.; H. A. McDonald, silks; 220 5th Av.; Latham.

Klein, L., Chicago, Ill.; R. Reiff, carpets; 81 Union Square.

Columbus D. G. Co., Columbus, Ohio; Miss M. Burns, millinery; Imperial.

Bressemer, John, Co., Springfield, Ill.; G. O. McKenzie, cloaks and waists; Imperial.

Robinson, J. W., Co., Los Angeles, Cal.; R. W. Vincent, upholstery goods; 111 5th Av.

Miller, Daniel, Co., Baltimore, Md.; J. H. Schaefer, neckwear; 43 Leonard.

Scruggs, Vandervoort & Barney D. G. Co., St. Louis, Mo.; M. W. Eckert, silks; 214 Church; Hoffman.

Younker Bros., Des Moines, Iowa; G. T. Everett, basement cloaks, suits, dresses, waists, millinery, and muslin underwear; 218 5th Av.

May Co., Cleveland, Ohio; J. O. Sprowl, cloaks, suits, dresses, and waists; 4 Washington Place.

Goldenberg, M., Washington, D. C.; J. M. Goldenberg, cloaks, suits, waists, and dresses; 15 W. 26th.

Milner, W. L., & Co., Toledo, Ohio; Miss Farrell, corsets; 20 W. 22d.

Montgomery, Ward & Co., Chicago; R. E. Bernhard, millinery and hair goods; 43 Leonard.

Milner, W. L., Co., Toledo; Miss Le Hue, ladies' cloaks, suits, dresses and furs; Mr. Barker, men's and boys' clothing, hats and caps; 20 W. 22d.

Kaufmann Bros., Pittsburgh; N. Kaufmann, ladies' muslin underwear, infants' wear and corsets; I. M. Keller, ladies' coats; 200 5th Av.

B. & M., The, Peoria; J. Bloom, ladies' ready-to-wear; 215 4th Av.

12th St. Store, Chicago; J. Walsh, notions, laces and embroideries; C. S. Mayer, men's and boys' clothing; 215 4th Av.

Scranton D. G. Co., Scranton; M. J. Federman, jobs of coats and suits; 30 E. 23d.

Akron D. G. Co., Akron; J. E. Oppenheim, jobs of coats, suits, skirts, and wash dresses; 30 East 23d.

Philipsborn Co., Chicago; M. Philipsborn, Fall coats; 182 W. 21st.

King-Brinsmode Mercantile Co., St. Louis; F. W. Crandall, hats; 621 B'way; Collingwood.

We buy jobs in woolens, silks, cotton goods, laces, or embroideries; pay cash for same. M. Dornbusch, 45 West 34th St.

COURT CALENDARS.

FEDERAL.

UNITED STATES CIRCUIT COURT OF APPEALS—Lacombe, Coxe, Ward, and Noyes, JJ.

UNITED STATES DISTRICT COURT—Lacombe, J. Jury calendar, 175—Reilly v. Snare & Triest.

UNITED STATES DISTRICT COURT—Veeder, J. Jury calendar. 211—Houston v. McMuller. 212—Jackson v. McMuller.

UNITED STATES DISTRICT COURT—Noyes, J. Jury calendar. 119—Bernier v. Griscom-Spencer. 112—McKinnon v. Alabama Securities Co. 295—Joline & Robinson v. Blake. 183—Schupp v. Thompson-Starrett Co. 138—Connolly-Pannings Co v. O E Thurston Co. 178—Tillinghast v. Moran. 179—Same v. Henderson. 195—Clapp v. Whitridge. 208—Fletcher v. N Y, N H & H R R. 221—Long v. B & M R R. 222—McKeon v. same. 225—Lass v. same. 104—Sovereign Bank v. Stanley. 150—U S v. I Mandelberg & Co. 170—Montgomery Spencer Optical Co. 164—Franz v. Straus. 209—Silverman v. B & M R R. 204—McGrath v. Oceanic Steam Nav Co. 182—U S Finance Co v. State Line Oil & Gas Co. 214—Veale v. B & M R R. 140—Gilbert v. Republic Rubber Co. 206—Lewis v. Klaw.

UNITED STATES DISTRICT COURT—Ward, J. Admiralty: 199—Tweedie v. United States 193—Gremmels v. SS Millinocket. 61—Clarkson v. Tweedie. 12—L V Transp Co v. Tug Transfer No 10. 62—Comp Trans v. Tug Transfer No 19. 97—N Y & N J Steamboat Comp Trans. 161—Pendleton v. Steamboat Glen Island. 100—R & H Transp Co v. Tug Transfer No 22. 130—Packard v. Tug Chas A Fox. 113—Kennedy v. Tug Chas W. Crane. 129—Pool & Arnold v. Oceanic Steam Nav Co. 150—B & O R R v. Tug Transfer No 16. 154—Frost v. Jacobus. 54—Cain v. Steamboat Priscilla. 83—Am Hawaiian SS Co v. SS L Luckenback. 93—N Y & N H R R v. Tug Wrestler. 167—Strauss v. SS Korona. 174—O'Brien v. Lighter Loyal, &c. 177—Gen Eng, &c, Co v. Man Nav Co. 84—Scott v. Tug Wm Reinhardt. 171—Jamison v. Kennedy. 91—Bklyn Tran Co v. Tug Summit. 128—Arbuckle v. Bark Vanadis. 76—Parmele v. Tug J K Gilkinson. 126—Goodwin Land Co v. SS La Savoia. 188—Gildersleeve v. same. 40—Roney v. Wood. 182—Derby v. Tug Robt Robinson. 2—Gillen v. City of N Y. 7—Banta v. Steamboat Yale. 34—Brainard v. Schooner Bertha F Walker. 35—Merritt & Co v. same. 36—Maritime Dredg Co v. Tug C N Kingsland. 197—Jr Star Coal Co v. Tug C N Kingsland. 198—L V Transp Co v. Knickerbocker Steam Nav Co. 200—Reid v. Fargo. 202—Morrow v. Yacht Victor. 204—Beasley Shipping Co v. N E Nav Co. 205—Astral Ship Co v. Arbuckle. 207—Bjorkund v. Foster-Scott Ice Co. 208—Dailey & Ivins v. City of N Y. 21—Vitelli v. Cunard S S Co. 175—Carson v. SS Bunker Hill. 195—Cent Hudson Steamboat Co v. N Y C & H R R. 196—Sanborn v. Panama SS Co. 201—Barrett v. SS Oceana. 156—Cuneo Imp Co v. SS Banes.

UNITED STATES DISTRICT COURT—Hough, J. Jury calendar. 166—Corcoran v. Borden's Cond Milk Co. 122—Montolaro v. Dempsey. 201—Petition v. Sirianese. 223—Burti v. Federal Cigar Co. 225—Kostant v. Borden's Cond Milk. 233—United States v. Ackert. 234—United States v. 148 Packages Panama Hats. 235—United States v. 56 Packages Panama Hats. 236—United States v. 56 Packages Panama Hats. 237—United States v. 14 Packages Panama Hats. 238—United States v. 3 Cases Panama Hats. 241—Pyrene Mfg Co v. Shoeffel. 242—Pittsburgh Plate Glass Co v. Hilton. 244—Braun v. Tiedemann. 247—Schmidt v Standard Oil Co. 249—Criscuolo v. Leonard. 253—Smith v. Loeb & Schoenfeld. 259—White v. Ludlow Valve Mfg Co. 261—United States v. Musica. 262—United States v. Musica. 267—Donald SS Co v. Davison Lumber Co. 268—Penn Steel Co v. City of N Y. 272—Klein v. Penn R R. 273—Allport v. Collier. 274—Donohue v. Boston & Maine R R. 275—Waldron v. Boston & Maine R R. 276—Kilroy v. Boston & Maine R R. 277—Forde v. Boston & Maine R R.

UNITED STATES DISTRICT COURT—Mayer, J. Bankruptcy. discharges. J. J. Hosack, S. W. Butts, D. Klepner, C. E. Behuken, S. Boronow, G. Varetsky, M. Sturin, A. De Jonge, Abramowitz & Krantz, H. Richman, W. I. Lykaus, E. Silberstein, F. F. Winters, Gardner & Myers, M. Garbarsky, A. N. & K. Khoney, A. Bielweiss, G. A. Scheyer, Endler & H. Wahn & Theiss. Under objections: J. Goodman, J. Feldmann, F. F. Stein, H. Siegel, M. Paris, L. Laverty, V. Goldstein, E. Roch, Spitzer & Harris Co., D. Robbins. Adjourned cases: J. Schotoff, L. Korn, C. Uhlig. Involuntary case: Petition v. H. & D. Realty Co. Motions: R. & M. Rosett, E. Klein, Mail & Transfer Co. 8172—H W Thayer Co v. Shenkel. 682—Franco v. Radt. 4145—Furness v. Shubert. 4585—Henry Philips Estates v. Phonig. 6506—Murphy v. City of N Y. 6507—Cocks v. same. 6508—Schott v. same. 4424—Columbian Bk. of Brokers v. Brown Realty Co. 4469—Kirschenbaum v. Jos Weschler Estates. 2128—Little v. Martin. 1406—Halbrach v. Kennedy. 2377—Clarke v. City of N Y. 4402—Candee Erckeler Co v. Wills. 1141—McIver v. Tooker. 1683—Woolson v. Tribune Assn. 1213—McClarty v. Gilroy. 394—Drafting Co v. J Spencer Turner Co. 3035—Kahn v. Hollander. 4582—McMillan v. Elliott. 1148—McIver v. Met Print Co. 8707—Elias v. Miller. 896—Canavan v. Hedden Const Co. 4448—Silverman v. Payne. 4179—Dey v. Tilley. 1467/4—Bimberg v. Sondheim. 1837—Forbes v. Lowenfeld. 1141—Phillips v. Raritan Woolen Mills. 1784—Korn v. Freedlander. 4614—Natl Fireproofing Co v. Phila Cas Co. 5940—City of N Y v. Boyce. 2349—Baucus v. Gage. 778—Shattuck v. Guardian Trust Co. 3909—Montgomery Door & Sash Co v. Mackuley. 6250—McIntyre v. Natl Nassau Bank. Case on.

SUPREME COURT—Trial Term—Part XIII., case on; Part XIII., case on; Part XV., clear; Part XVI., case on; Part XVII., clear.

SURROGATES' COURT—Chambers—Cohalan, J. Wills for probate: Jane E. Kelly, Francis Hendricks, Mary Ryan, Louis Stenway, Meyer Loeb, Emilie Nicklisch, Mary D. Bacon, Julius Wile.

SUPREME COURT—Trial Term—Fowler, J. Contested wills: 2830—Cornelius H. Van Ness. 2926—August Geisler.

CITY COURT—Trial Term—Part I., Finelito, J.; Part III., Greene, J.; Part IV., La Fetra, J.; Part V., Donnelly, J.; Part VI., Delehanty, J.; Part VII., Lynch, J.; Part VIII., O'Dwyer, C. J. Calendar called in Trial Term, Part I. Room, at 9:45 A. M. 6639—Bernstein v. Fuller Express Co. 6953—Sexauer v. Millikon. 7140—Erickson v. Edible Oils Co. 7150—Loketz v. Sokolowsky. 7067—Elmer v. Chipparino. 4799—Kramer v. Wolf. 7167—Bjurstrom v. Joline. 5958—Strohmeyer & Arpe Co v. Netherlands Am S N Co. 5440—Phillips v. Hall. 7011—Boland v. Penn R R. 7141—Anderson v. N Y N H & H R R. 7145—Zucol v. Reid-Palmer Con Co. 6891—Cunningham v. Weed. 7101—Solomon v. Joline. 5795—Bell v. Decker. 6152—Clemente v. Heilbrunn. 7164—Brinn v. Joline. 6207¼—Pope v. Miller. 6983—Scharff v. Fidelity & Casualty Co. 6909—Miller v. Evans. 6740—Muller v. Joline. 6941—Bachrach v. Rhodus. 855—Moses v. Arena Const Co. 7107—Ravitz v. Schwartz. 7012—Lemham v. Westminster P Church. 6151—De Giuseppe v. Industrial Land Imp Co. 6259—Equitable Trust Co v. Todd. 5793—Selinger v. Rothstein. 7168—Cross-Brown Co v. Leon Rheims Co. 7172—Frayne v. Thompson-Starrett Co. 2609—Knipe v. James. 7025—Ginsberg v. Harris. 7045—Carteret Mfg Co v. C F Garrigues Co. 7099—Monro Art Pub Co v. Allesiedter. 6591—Walham J Oliver Mfg Co v. H J McAvoy Co. 6727—Colwell Worsted Mills v. Epstein. 5040—Isaacs v. U S Grand Lodge, &c, of I B. 7086—Brauer v. Stern. 7126—O'Kane v. Peterson. 7144—Kraus v. Thompson-Starrett Co. 6907—Hersch v. Hindes. 7162—Grapes v. Forst. 6608—Goldstein v. Jones. 6710—Marcus v. Eisenberg. 7177—Lubelkin v. Gewirtz. 7178—Wechter v. Kaplan. 7179—Lewis v. Harris. 7181—Marcus v. Borden's Cond. Milk Co. —Pallone v. Joline. 7185—Brown v. Mills. 7186—Weinstein v. Picker. 7187—Selinger v. Rothstein. 7189—Slepian v. Pinkus. 7192—Levy v. Israelson. Case on.

CITY COURT—Trial Term—Part III., clear; Part IV., case on; Part V., case on; Part VI., case on; Part VII., case on; Part VIII., case on.

CITY COURT—Trial Term—Part II.—Schmuck, J. 4207—Stewart v. Baker. 4292—Moore v. Brod. 4278—Iacuzzo v. Illinois Surety Co. 4302—Rapone v. same. 4303—Qualtroiche v. same. 4304—Centelmi v. same. 4307—Myers v. Menzel. 3850—Lowenstein v. M Morgenthau, Jr. 4194—Fitzgerald v. Cole. 4293—Moos v. Runkle. 4296—Lehman v. Sternberg. 4305—Internat Trust Co v. Caroline. 4295—Gibson-Steingart Const Co v. Friedman. 4260—Belland v. Censer. 4264—Botvinick v. Siegel. 4272—Jacobs v. Rosenthal. 4273—Same v. Lieberman. 4274—Same v. Stern. 4275—Same v. Maisner. 4276—Same v. Meyers. 4277—Same v. Stern. 4313—Gross v. Van Dyck Gravure Co. 4223—Blackstone Realty Co v. Gelbon. 3799—Reinhard v. Spear. 4205—Ressler v. Feder. 4117—Walher v. Lowe. 4268—Greenbaum v. Philadelphia Casualty Co. 4134—Rosenberg v. Weisberg-Mark Co. 4340—Hollow v. Hyman. 4280—Columbia Theatre Co v. Davidson. 4281—Brill v. O'Gude Co. 4011—Solomon v. Ind Order Sons of Jacob. 4166—Smith v. v. Korndahl. 4205—Harris v. Frankfort Marine, A & P G Ins Co. 4196—Bourgeon v. Bustanoby. 4142—Harris v. Chandler. 4305—Koenigsberg v. Brocaval R & H Co. 4310—Bunner v. Connors. 4312—Aron v. Premium Chocolate Co. 4341—Greenberg v. Falowsky. 4230—Mohawk Garage, Inc. v. Hochman. 4228—Carcallen v. Haus. 4351—Brown v. Dusal Chemical Co. Clear.

Referees Appointed—New York.

SUPREME COURT—Erlanger, J.—Gerdes v. Harnet Realty Co—Frank & Spencer, Jr.

CITY COURT—Smith, J.—Alexander Taylor v. Chas E Comck, Jr—Nathaniel Levy, Met Printing Co v. Ortho Film Co—S. Clinton Crane. Louis Simon v. Chas Strumfeld—Alfred Katz.

Kings County.

Calendar for Monday, April 22, 1912.

SUPREME COURT—Appellate Division—Second Judicial Department—Jenks, P. J.; Thomas, Carr, Woodward, and Rich, JJ. Enumerated day calendar. 255—Redmond v. Hughes. 293—Waller v. Schratweiser Co. 295—Walsh v. Holbrook. 184—McLean v. McLean. 245—Ormewich v. Mikantowics. 843—Dittman v. Edison Co. 309—Aldin v. Excelsior Brick Co. 845—McIntyre v. L I R R. 811—Brown v. Cochran. 851—Lee v. Brooklyn Union Pub Co. 854—Dieckerman v. C I & B R R. 357—Williams v. Ashner. 859—Reeve v. Reeve. 860—Petur v. Erie R R. 861—Mitchell v. Peter Cooper's Glue Factory. 865—Clark v. N Y Militia Realty Co. 866—White v. same. 868—Flaherty v. Onward Co.

SUPREME COURT—Special Term Trials—Marsan, J. 1624—Rickarby v. Cohen. 1906—Jakubiak v. Trzaska. 1966—Kahler v. Kahler. 1764—Kobre v. Clark. 1685—Romeo v. Romeo. 1958—1960—Hagarty v. City of N Y. 2090—Schmitt v. Schmitt et al. 1963—Beecher v. Farmers Loan & T Co. 1160, 1161—Nelson v. Bk for Svgs & Emigrant S Bk. 1761—Wortzman v. I Leon Caplan Co. 2078—Saretzky v. Kaplan. 2039—Youchnow (2 cases) v. Rosehs Realty & Cons Co. 1623—Borgrasser v. Rosch. 1858—Schoenberg v. Bklyn Consolidated Drug Co. 1809—Morris v. Morris. 2006—Delaney v. Cave. 1962—Curran v. Bklyn Svgs Bank. Highest number reached on the regular call, 2100.

SUPREME COURT—Trial Term—Part I., Kelly, J.; Part II., Aspinall, J.; Part III., Kelly, J.; Part IV., Clark, J.; Part V., Garretson, J.; Part VI., Scuder, J.; Part VII., Kapper, J. 4074—Freimark v. B H R R. 4131—Frangipane v. Cortelyou. 4108—Arrington v. City of New York. 4017—Irvin v. B H R R. 4076—Catterson v. Carr Co. 4111—Hendricks v. Interborough R T. 4121-4123—McGrath v. McAvoy. 3786—Schapierer v. Balmer et al. 5435—Wunderlich v. Alexe. 2035—Kelly Asphalt Co v. Thompson. 1391—Hockiet v. Bau et al. 1517—Blanding v. Nassau R R. 3857-3858—Diack v. Nassau R R. 3917—Burck v. Nassau R R. 3974—Boyle v. Nassau R R. 3993—Shaw v. B, Q Co & Sub R R. 3807—Bay Dredging Co v. Valentine. 4021—Ennis v. Straus et al. 3790—Hanna v. B H R R. 3888—Johnson Bros v. Francke. 7022—Limerick v. Holdsworth et al. 7042—Criscuoli v. Criscuoli. 7161—Madden v. Pittsburgh Coat'g Co. 4137—Brustman v. City of New York. 4138—Reichart v. City of New York. 6706—Davis v. Geekie et al. 4126—Fabricans v. Unterman. 4141—Horowitz v. City of New York. 4142—Smith v. American Air Sign Co. 4151—Rover v. B H R R. 4153—Nevins v. Nassau R R. 4155—Merwede v. Pearson et al. 4157—Plaine v. B H R R. 4159—Fitzsimmons v. Nassau R R. 3235—Casello v. McMenamin Mfg Co. 4170—Earl v. Taunton. 4173—Bernhardt v. Buermann. 4174—Unkeles v. Seidman. 4175—Larsen v. Robbins Co. 4176—Devito v. B H R R. 4177—Graban v. Nassau R R. 4182—Martorallo v. Nassau R R. 4184—Quellman v. Beggs. 4188—Sharkey v. Walsh.

The following causes, if marked ready, will be passed for the day. No cause will be set down for a day upon this call: 4191—Clifford v. Union Ferry Co. 4192—Langill v. City of N Y. 4196—Hines v. Borgia et al. 4198—Kingston v. Joline et al. 4201, 4204—Luboff v. Liebman's Brewing Co. 3406—Geffen v. Becker. 2552—Schouten v. Alpine. 2431—Lindall v. Bader. 4205, 4206—Greenberg v. Bruetch. 4207—Hart v. Durst. 4211—Gough v. Nassau R R. 4212—Coronato v. Bklyn Elev R R. 4214—Driscoll v. Voli. 4216—Davis v. Cropsey, &c, et al. 4219—Piego v. Farley. 4220—Weinstein v. Farmers' Feed Co. 4221, 4222—Tuorto v. B H R R. 2858—Montagano v. Norman Cont Co et al. 6907—Berry v. Conkling et al. 7020—Adams v. Post & McCord. 7118—Cicciallo v. City of N Y. 7123—Farley v. Bilotti et al. 7137—Same v. Illinois Surety Co. 7166—Same v. Smith et al. 7168—Bengley v. Feenstra Motor Car Co. 3027—Sendersky v. Cody. 2690—Kimball v. Dyett. 3900—So Bklyn Realty Co v. Martin et al. 3974—Boyle v. Nassau R R. 3984—Hart v. B, Q Co & Sub R R. 3986—Driscoll v. B H R R. 6507—Rickus v. Meibach et al. 2051—Nestle v. Aron et al. 2544—Strait v. City of N Y. 2990—Kelly v. Board of Education. 2431—Mayhew v. August Belmont Hotel Co. 4247—Orton v. Wechsler. 4250—Jerome, Jr., v. Baudouine. 2272—Karanes v. Adler. 4320—Mandel v. Ziffert. 4374—Same v. same. 4308—Petroff v. City & Suburban Homes Co. 4304—Jackson v. Kane. 4284—Waterman v. Elterman Realty Co. 4400—Aloisia v. City of N Y. 4406—Pinsberg v. Brunswick-Balke-Collender Co. 4186—Kafka v. Huyler's. 3439—Collins v. Ahearn. 4390—Bader v. Elm Forwarding Co. 4362—Tashlein v. Hinkle Iron Co. 4402—Hensler v. Louis Grimm Co. 4319—Macry v. John Pierce Co. 4473—Haugh v. Rosenheimer. 4490—Kleindienst v. Trainor. 4542—McGrath v. Sherman. 4419—Williams v. Kemper. 4455—Scharbach v. Finn. 4469—Kantrowitz v. Levien. 4129—Meihard v. Snare & Triest Co. Case on.

SUPREME COURT—Trial Term—Part IV. case on; Part V., case on; Part VI., case on; Part VII., case on; Part IX., clear; Part X., case on.

SUPREME COURT—Trial Term—Part XIV.—Newburger, J. 3249—Mayer v. Cipolla. 3229—Lamura v. Horwitz. 3960—Hansen v. Schultze. 1896—Borofsky v. Burton Pierce Co. 4580—Hoch v. Ben Strauss Co. 4458—Tomlinson v. Tomlinson. 3386—Kiesig v. Lazarus. 3975—Coleman v. Lincoln. 3793—Harris v. Albus. 1917—Alexander v. Old Bridge Enameled, &c, Co. 1921—Same v. U S Encaustic Tile Works. 608—Same v. Mosaic Tile Co. 3706—Same v. Columbus Tile Co. 2731—Same v. Natl Tile Co. 1025—Same v. Cambridge Tile Manuf Co. 6456—Farley v. Allen. 2207—Steiner v. Hackett. 912—Kelly v. Carton. 4924—Lyman v. Larimore. 2752—Warren v. Bellino. 4291—Snyder v. Knoheim v. Harris. 4291—Snyder v. Snyder. 854—Tarbox v. City of N Y. 4285—Dempsey v. Greenwich Sav Bank. 3433—O'Shea v. White. 3587—Grabfield v. Haralson County Bank. 4407—Herman v. West Side Bank. 4540—Danziger v. Silverfield. 4536—Witteman Co v. John Stanton Brew Co. 1573—Benedict v. Secur Ins Co. 6809—City of N Y v. N Y Mail & Transfer Co. 8172—H W Thayer Co v. Shenkel. 682—Franco v. Radt. 4145—Furness v. Shubert. 4585—Henry Philips Estates v. Phonig. 6506—Murphy v. City of N Y. 6507—Cocks v. same. 6508—Schott v. same. 4424—Columbian Bk. of Brokers v. Brown Realty Co. 4469—Kirschenbaum v. Jos Weschler Estates. 2128—Little v. Martin. 1406—Halbrach v. Kennedy. 2377—Clarke v. City of N Y. 4402—Candee Erckeler Co v. Wills. 1141—McIver v. Tooker. 1683—Woolson v. Tribune Assn. 1213—McClarty v. Gilroy. 394—Drafting Co v. J Spencer Turner Co. 3035—Kahn v. Hollander. 4582—McMillan v. Elliott. 1148—McIver v. Met Print Co. 8707—Elias v. Miller. 896—Canavan v. Hedden Const Co. 4448—Silverman v. Payne. 4179—Dey v. Tilley. 1467/4—Bimberg v. Sondheim. 1837—Forbes v. Lowenfeld. 1141—Phillips v. Raritan Woolen Mills. 1784—Korn v. Freedlander. 4614—Natl Fireproofing Co v. Phila Cas Co. 5940—City of N Y v. Boyce. 2349—Baucus v. Gage. 778—Shattuck v. Guardian Trust Co. 3909—Montgomery Door & Sash Co v. Mackuley. 6250—McIntyre v. Natl Nassau Bank. Case on.

SUPREME COURT—Trial Term—Part XIII., case on; Part XIII., case on; Part XV., clear; Part XVI., case on; Part XVII., clear.

SURROGATES' COURT—Chambers—Cohalan, J. Wills for probate: Jane E. Kelly, Francis Hendricks, Mary Ryan, Louis Stenway, Meyer Loeb, Emilie Nicklisch, Mary D. Bacon, Julius Wile.

SUPREME COURT—Trial Term—Fowler, J. Contested wills: 2830—Cornelius H. Van Ness. 2926—August Geisler.

CITY COURT—Trial Term—Part I., Finelito, J.; Part III., Greene, J.; Part IV., La Fetra, J.; Part V., Donnelly, J.; Part VI., Delehanty, J.; Part VII., Lynch, J.; Part VIII., O'Dwyer, C. J. Calendar called in Trial Term, Part I. Room, at 9:45 A. M. 6639—Bernstein v. Fuller Express Co. 6953—Sexauer v. Millikon. 7140—Erickson v. Edible Oils Co. 7150—Loketz v. Sokolowsky. 7067—Elmer v. Chipparino. 4799—Kram

MANHATTAN—FOR SALE.

Our money will be loaned on desirable, improved Real Estate in Greater New York. Applications promptly considered.

LAWYERS TITLE INSURANCE AND TRUST COMPANY
CAPITAL - - $4,000,000
SURPLUS - - 5,500,000
160 Broadway, New York.
188 Montague Street, Brooklyn.
375 Fulton Street, Jamaica.

Geo. R. Read & Co
REAL ESTATE
20 Nassau St. 3 East 35th St

West Side.

FOR SALE
ON LIBERAL TERMS

Valuable plot, 100 x 350, S. E. cor. 5th Ave. and 102d Street: Opposite Central Park. Fine location. High ground. Suitable for Charitable Association, Hospital, etc.

A Seven Story Elevator Apartment House in Waverly Place, near Washington Square. Good renter.

A Six Story Factory in Bleecker Street, East of Broadway.

Plot of about 25,000 sq. ft., with old buildings fronting on Rose and Vandewater Sts. and B'klyn Bridge.

Apply GERALD R. BROWN
2d Floor, 165 Broadway

105 WEST 69TH STREET

For sale or rent; 4 stories, brownstone; 14 rooms, 2 baths; elegantly decorated; convenient location for doctor. Apply owner, Room 803, 32 Broadway.

East Side.

To Close Estate
EXECUTORS WILL SELL

144 East Houston Street
Five-story apartment house; lot 25.1x100.6; double; two stores; 8 families; fully rented. Free and clear.

159 Stanton Street
Five-story apartment house; lot 25 x100.2½; double; two stores; 18 families; fully rented.

1642 Avenue A
Single flat, four-story; lot 20x75; fully rented. Free and clear.

70% of purchase price can remain on bond and mortgage at 5% for 3 or 5 years.

ADOLPH & HENRY BLOCH,
Attorneys for Executors,
99 Nassau Street, New York.

BROOKLYN—FOR SALE OR TO LET.

An Ideal Home
Can be Bought Now at Cost.

In the Park Section of Brooklyn; 30 minutes from N. Y. City Hall; 5c. fare; $100 down, balance same as rent; perfect house, finely finished; handsomely decorated; on a beautiful boulevard; 7 rooms, tiled bath and vestibule; parquet floors, hardwood trim; sewer, gas, electricity; send for particulars. SPECIAL MANAGER, 60 Liberty St., N. Y., Room 67. 'Phone Cort. 7440.

Anyone
Who is paying $10 a month rent is throwing money away. For the same amount monthly, by our plan, he
Can Own His Own Home
Write for booklet
explaining our proposition in full.
The Snavely Construction Co.
1537 East 28th St., Brooklyn, N. Y.

215 Midwood St., Prospect Park East, between Bedford and Rogers Avs.

Elegant 2-story, stone, bay window front dwelling; 9 rooms and bath; hardwood trim throughout; parquet floors; console mirrors; open hearth in foyer hall; electric light, etc.; only $1,000 cash, balance easy terms.

REALTY ASSOCIATES,
176 Remsen Street, Brooklyn.
Telephone 6480 Main.

Two-family house; A1 condition; well rented; Schenectady Av.; satisfactory terms. "Bargain," 48 Times.

BRONX—FOR SALE OR TO LET.

SACRIFICE

3-story brick private house, 12 rooms, all improvements; nice neighborhood. Price $8,500. Worth $11,000.

J. CLARENCE DAVIES
149th St. and Third Ave.

QUEENS—FOR SALE OR TO LET.

FINE WATER FRONT COTTAGE

Long Island Sound; one-half hour from Penn Station, N. Y. City; 7 rooms and bath; 2 lots; cement walks, macadamized streets; gas and electric light; water and sewerage; fine bathing beach and high-class yacht clubhouse close by; refined and select neighborhood; elegant surroundings; cheap; terms to suit purchaser. SHORE FRONT, 146 E. 34th St.

NEW YORK STATE—SALE OR LET.

CHARMING COUNTRY HOME

on Hudson; 4 acres, barn, stables, hennery, shrubbery, shade, fruit trees, garden; gentleman's place; self-sustaining; 2 hours from city; photos; $8,500; terms to suit. T 15 Times.

NEW ENGLAND—FOR SALE OR LET.

Farm, 30 acres; large house; barn, hennery; 125 fruit trees in prime; on main road; mail delivered; mile from village; near good markets and railroads; price $1,600; bargain. J. K. Smith, Station A, Winsted, Conn.

ORCHARD, bargain, 2,500 trees, adjoining Male's orchard; 100 acres, stock, tools; $8,000; 100 farms; illustrated catalogue; honest descriptions. Dibble, Antonia, Conn.

BUILDING MATERIAL.

BRICK

Contractors prefer Hydraulic-Press Bricks because where they are used, owners and architects are not perplexed and troubled by wet interior walls and uneven brickwork. The joints are tight, the alignment true and plumb, and walls are dry inside, the masonry satisfactory.

"Largest Distributors of Front Brick in the World"
Fredenburg & Lounsbury
381 4th Ave., Cor. 27th St., New York
Allentown Portland Cement

MORTGAGE LOANS.

4½%—PRIVATE FUNDS—5%
AMOUNTS UP TO $60,000 FOR MANHATTAN FIRST MORTGAGES; PROMPT ANSWERS. ALEXANDER WILSON, 489 5TH AVE.

Mortgage Money Low rates and charges. Firm of H. H. Hazelton & C. R. Levy, 55 Liberty St.

CITY HOUSES TO LET—Unfurnished.

156 EAST 66TH ST.

Three-story and basement brownstone dwelling to let; size 18.6x58x100; fifteen rooms and three baths; rent reasonable; possession at once. CRUIKSHANK COMPANY, 141 Broadway.

LONG ISLAND—FOR SALE OR TO LET

A French Bungalow at Belle Terre for $7,500

An exact reproduction of a cottage in the south of France. The cement exterior is capped with a red brick roof, surmounted by broad chimney tops. House stands on a raised table land, approached from a paved terrace, commanding magnificent views of the Harbor and Sound, across picturesque formal gardens in the immediate foreground. Through an arched vestibule, one enters a long hall giving access to living room, stairs and upper floor. Living and dining rooms are practically one, being divided by a *cloture du choeur*. Both rooms decorated with tapestry, in nooks and corners, and panelled above built-in seats and book-cases of French design. The fireplace of living room is of great size, built of tapestry brick, adorned with Rookwood tile in ancient patterns. A heavy beam ceiling heightens the effect of the other appointments. The finish is of cypress, stained to bring out the beauty of the grain. Off living and dining rooms is a large, screened porch. The six bedrooms are tinted in pleasing colors; doors and trim finished in soft, French grey. Linen and trunk room in attic; spacious closets abound throughout; bathrooms have Standard sanitary plumbing. In the large cellar, space is provided for a heating plant. Electric lighting.

For Sale, or will Rent with option of purchase. Boating, Bathing, Golf and Tennis at your door.

Dean Alvord Company
Managers for BELLE TERRE and ROSLYN ESTATES.
111 Broadway, New York

Kew Gardens
KEW, LONG ISLAND
15 MINUTES from Penn. Station.

Eight beautiful houses just completed, ready for occupancy. Plots for building at moderate prices, and favorable terms to right parties. Over a mile frontage on Forest Park.

For maps, prices and particulars apply to
Kew Gardens
Marbridge Bldg., Broadway & 34th St., N. Y.
Tel. 5250 Greeley.

A North Shore HOME

—a country place with city comfort, protected surroundings, pleasant neighbors, plenty of room, magnificent views, full shore privileges, close to station, only 18 miles from 33rd St., with fast train service.

Telephone Cortlandt 6500
or write to Port Washington Estates, Suite 1,434, 30 Church St., New York.

GREAT HOUSE BARGAIN.

$5,950 BUYS A $7,900 HOUSE. A beautiful new suburban house, between the Sound and the sea, built by days' work, on a large plot, in a restricted private residence park, refined surroundings; 27 minutes from Manhattan, 1 block from depot and trolley; first-class hardwood trim; excellent heating, gas, electricity; beamed ceilings, parquet floors, panelled dining room; easy terms. Call, 'phone, or write McNEECE, 150 Nassau St. 'Phone 4070 Beekman.

A QUICK SALE AT SACRIFICE

Gentleman's country place, beautifully located on north shore, Long Island, overlooking Northport Harbor and Long Island Sound. "The Eden of Long Island." Only 40 miles, or one hour, from New York City; 25 acres; high elevation; Colonial house, 15 rooms, 2 baths, hardwood floors, concrete cellars, steam heat, electric light and telephone; large library; wide verandas; hundreds of finest shade trees; 100 best fruit trees; fine driveways; artesian water; tennis court; large barn, fine garage; storage house; ice house; hennery; large gardens; fine pasturage; private dock and boat landing, &c. Entirely equipped and furnished ready for occupancy. Write for photos and full particulars. Brokers protected.
C. W. DUMONT, 27 Cedar St.

NORTH SHORE
Residential Waterfront

Most beautiful (small acreage) water front near Manhattan, with exceptionally clean, white sand beach. Green lawns to the water's edge. Finest neighborhood. 42 minutes from Pennsylvania Station.

S. OSGOOD PELL & CO.,
Tel. 5610 Bryant. 542 Fifth Avenue.

AT FLUSHING

Bought at foreclosure, new houses, less than cost. Large rooms, parquet floors, etc. Splendid location; restricted property; 23 minutes from Herald Square. Convenient to trolley. $250 cash; balance in easy payments.

FRANK CROWELL
ROOM 202, 347 5TH AVE., N. Y.

FOR RENT

$1,000 furnished eight-room modern home, near the bay at Bay Shore, Long Island, for $750 per season. Every improvement and convenience in an exclusive neighborhood. Inquire at once of
William H. Moffitt Realty Company,
34th St. & Madison Ave., N. Y. City.

FOR RENT Beautiful 10 room modern concrete home on Saxon Avenue, Bay Shore, near the bay; every convenience for comfort. House rents elsewhere for $1,250 for season. To a good tenant, $1,000 from June 1st to October 15th. Inquire at once.
WILLIAM H. MOFFITT,
185 Madison Avenue, New York City.

ONLY ONE HOUSE LEFT AT
Bayberry Point, Islip, L. I.
belonging to the Estate of H. O. Havemeyer. Rent $1,200. Full commission to brokers.
HERBERT A. SHERMAN,
114 Liberty St. and 532 5th Av.

To Let—New Colonial house in best residential section of old Flushing; 10 rooms, 2 baths, gas and electric lights, dry cellar, open fireplace, good furnace, shade trees, and piazza. Write or call 87 Bowne Av., Flushing, L. I.

South Shore, Baldwin Harbor.—House and half acre plot for sale very cheap for cash or small monthly payments; this is a great bargain; only 44 minutes from Broadway and 34th St. D. B., 91 Times.

A.—A.—If you are interested in a home or land on Long Island, send at once for my Long Island magazine, giving reliable information; it is free. President, Room 202, 347 5th Av.

ROSLYN ESTATES, L. I.—Finely located building plot for sale; cheap to close estate. K. E. Bunnell, 154 Nassau St., New York.

BABYLON.—Cottages, furnished, unfurnished for season; $300 up; near shore. B. H. Wood, Jr.

REAL ESTATE.

FACTORIES EVERYWHERE. 9 CLINTON ST.
ROBERT B. STOUTENBURGH, Newark, N. J.

WESTCHESTER—SALE OR TO LET.

FOR QUICK PURCHASE.

Unusual opportunity to secure new house, 10 rooms, attractively laid out—every modern convenience, on plot planted with shrubbery and lawns. Near station, 38 minutes from Grand Central, 96 trains (electric) daily. Nearby golf, tennis and Country Clubs, and splendid Westchester motoring roads.

In a suburb that has attracted many business men to build charming country homes, a delightful social community with every city comfort. Responsible and satisfactory buyer may have any reasonable terms. Write or telephone. O. W. HILL, 503 Fifth Av. Tel. Bryant 301.

BARGAIN AT ARDSLEY ON HUDSON

A rare opportunity to acquire a beautiful place in the most select residential section of the Hudson River; express train service; elaborate club service, social life, etc.; dwelling, 16 rooms, 3 baths; steam heat, gas, electric light; stable and carriage house, accommodates 6 horses; tennis court, garden, and shade trees; 3¼ acres. Price is so low we are ashamed to publish it; afraid other owners in this section would do us bodily harm. Confidential particulars as to price to be had by addressing "Ardsley," P. O. Box 822, N. Y. City.

"FIELDSTON"
RIVERDALE-ON-HUDSON

Residence plots on highest land in New York City.

Reached in 35 minutes from 42d Street by Broadway Subway to Van Cortlandt.

DELAFIELD ESTATE, INC.,
25 Broad Street, New York.

An Artist's Home for Sale or Rent

Situated on a hilltop in Westchester County, 35 minutes out from Grand Central; nine rooms, tiled bath, steam heat, electric light; artistic and practical; large grounds, surrounded by poplars; grape vines, fruit trees, etc. Price $10,500; rent $65; possession June first if desired.

Anderson Realty Co. near New Haven Station, Mount Vernon, N. Y.

BEAUTIFULLY SITUATED BUILDING LOT ON THE SOUND AT LARCHMONT. HALF ACRE; $8,000. E 120 TIMES.

CHOICE PLOTS AT RYE.

Carefully restricted. Beautiful rolling country; macadam roads; all improvements; fifteen hundred feet from Sound. Quarter-acre plots. Sold only to approved purchasers. Price $1,750.00. E. DEACON, 71 Nassau St. Telephone 4143 Cort.

Mount Vernon.

GRAMATAN TERRACE,
Mount Vernon.

RESTRICTED.—Two stucco houses, 8 rooms, tiled bath, large living room, cordwood fireplace; attractive design; well built; plot, 50x100; $1,000 cash required. Clark, Room 1,009, 527 5th Av., New York.

McCLELLAN & CO.
for
MOUNT VERNON REALTY.

New Rochelle.

For Sale, New Rochelle, N. Y.—New, up-to-date cottage; ideal location; eight minutes to station, six minutes to boating and bathing, two minutes to trolley; price low; terms easy. Chas. O. Le Count, 200 Broadway, N. Y., or any local broker.

Yonkers.

$6,000 buys plot 10 lots, (25x100:) $2,000 cash; Woodlawn Av. Owner 860 B'way, Manhattan.

NEW JERSEY—FOR SALE OR TO LET

COUNTRY ESTATES.

High up on the Mountains of New Jersey. Less than one hour from New York City. One to two acres shaded ground. House has 12 rooms, three baths, and all modern improvements. Near town of 8,000 inhabitants. Will sacrifice to quick buyer. Address
P. O. Box 1,431, N. Y. City.

Dainty Mountain Cottage

7 rooms, tiled bath, all city conveniences, one-half acre plot, 800 ft. elevation; built on chain of lakes; magnificent views, bathing, boating and all water sports. All city conveniences. Price $4,000. Can be seen by appointment. Write for photograph and floor plans.
P. O. Box 1431, N. Y. City.

Westfield, N. J.

38 minutes from New York via the Central Railroad of New Jersey; large plot, ten-room house, two baths, steam heat, electric light, etc.; that cannot be duplicated elsewhere for the money. Prices on application.
Westfield Real Estate Co.,
80 Church St. 'Phone Cortlandt 1527.

YEAR-AROUND HOMES.

Before buying send for free beautiful photographic booklet, entitled "Homes on the Palisades, Grantwood and Morsemere, N. J." Columbia Real Estate Co., Room 1207 Times Building.

Suburban Homes
VIEWS and prices BOOKLET sent free
C. S. MAY, 38 Park Row, N.Y. 7470 Cort.

AMONG THE HILLS
AT BALDWIN PARK,
South Orange, N. J.
40 Minutes from Broadway, N. Y.
Bungalows and artistic homes.
Little cash required. Write or 'phone,
C. A. BALDWIN, 156 Broadway.

CHICKEN FARM
for sale at Rochelle Heights, N. J.; new house, 6 rooms and bath, steam heat, all improvements; 5 minutes' walk from Rochelle Park Station; plots 50x125 or larger; only $500 down, rest on easy terms; an ideal place to raise chickens. For photo address G. M. Forbes, 316 Park Av., Paterson, N. J.

HILLTOP BUNGALOW, $175.

Among the pines and cedars, magnificent views, only 32 minutes Lackawanna; 22 trains on Erie; near station; commutation 13c.; near river, boating, bathing, and fishing; large plot, $150, $10 down, $5 monthly. 'Phone 4309 Beekman.
W. M. LANE, Room 324 C. World Building.

SOUTH ORANGE, N. J.

Eight-room house, all improvements; large living room, open fireplace, 2 baths, steam heat; very cozy and attractive; owner must sell; will take small cash payment. Owner, 156 Broadway, Room 55.

For sale, Llewellyn Park, West Orange, N. J.; fine country residence in select community; 12 miles from New York; 3½ acres; stable-garage; kitchen garden; tennis court; house of brick and stucco; 20 rooms, three bathrooms; city water and sewer. Apply to George Richards, 141 Broadway, or above address.

$10 per month pays for one of our large plots, 100x350, at Fanwood, N. J.; near station and trolley; fine locations; suitable for poultry raising. Send for full particulars and free railroad tickets to visit our property. H. C. Lockwood Co., 141 Broadway.

A suburban gem; attractive, new six-room house at Hillsdale in the hills of Bergen County; sacrifice price; five minutes from station; a block from schools; all improvements; $4,250; easy terms. Owner, 801 Singer Building.

Well-built homes, semi-bungalows; artistic designs, beautiful locations; fine shade; large plots; near station, Fanwood, N. J.; $4,200 to $7,500; very easy terms. Separate sheets, showing plans and full particulars, FREE. H. C. Lockwood Co., 141 Broadway.

For Sale.—Modern house, Rochelle Park, N. J.; high ground; ¼ mile from station; 7 rooms, improvements; cemented cellar; Thatcher furnace; plot 100x200; fruit; stable, poultry house; $8,800. H., Box 55, Rochelle Park, N. J.

$50 CASH SECURES

Acre farm; beautiful town; water, gas, electricity; near station, stores, banks, &c. 45 minutes out. Commutation 12 cents.
COMMUTER, 75 Times Downtown.

SUMMER COTTAGE.

Schooley's Mountain, N. J.; completely furnished; all improvements; $1,500 cash, balance mortgage. Address Owner, P. O. Box 1,431, New York City.

HOUSE, 2 lots, 6 rooms, bath, heat, electric light; 1 block station and trolley; 25 minutes city; price $3,500, $300 cash; balance 10 years. Owner, Room 450, 5th Av. Building, corner 23d St.

Great Bargain.—Beautiful seven-room house, every improvement; parquet floors; finest restricted neighborhood; half hour out, two railroads, trolleys; price, $4,200; $300 cash, $25 monthly. Hallberg, Ridgefield Park, N. J.

Rutherford's Best Bargain.—Bungalow and barn; large plot; ideal location; nine miles out; 63 trains daily; price only $1,700; great sacrifice; easy terms. Box 17 Rutherford, N. J.

A list of Jersey farms, $35 up; mailed; trout streams, springs, big woods, rare air, buildings good. Write, Codling, Northport, N. Y.

TO LET FOR BUSINESS PURPOSES.

New Office Building
in the Bronx
N. W. Cor. 148th St. & Courtlandt Ave.

One block from the Leading Business and Traffic Center of the Bronx—intersection 149th St., Third, Melrose and Willis Aves. (Subway and "L" Stations).

DESIRABLE OFFICES FOR RENT
(Single and En Suite)
MODERATE RENTS.
Apply
CENTRAL UNION GAS CO.
on premises,
or J. CLARENCE DAVIES, 149th St. & 3rd Ave.

41 Park Row & 147 Nassau St.

Junction Park Row, Spruce & Nassau Sts. Opposite City Hall Park.
OFFICES TO LET, Bldg. 16 stories high. 3 sides open on 3 streets.
Modern Building. Continuous Service
Apply E. A. TREDWELL, on premises.

LOFT TO LET

301 and 303 Adams St., near Borough Hall; first loft; very desirable; 48x96 feet; good light and air; steam heat; elevator; electric light and power in building; rent $1,200 a year. Inquire of owners or your broker.

Kings & Westchester Land Co.
350 Fulton St., Brooklyn, N. Y.

STORE AND BASEMENT,
830 BROADWAY
just south of 13th St. Very low rental on scaling lease.
HERBERT A. SHERMAN,
114 Liberty St. and 532 5th Av.

HAMBURG-AMER. BLDG.
45 Broadway.
A few choice Offices and Suites, $264 UP.
Apply on premises or
CRUIKSHANK COMPANY, 141 Broadway.

STORE AND BASEMENT, 70x90.
3-5 WEST 19TH ST.
HERBERT A. SHERMAN,
114 Liberty St. and 532 5th Av.

$15 Up Month. Exceptionally light and cheerful OFFICES in Modern Fireproof Bldg. 109 Broad St

40th, 520 West.—Five-story loft building to lease; reasonable rent. Apply Joseph Feist, 408 West 42d.

BROOKLYN.

VERY DESIRABLE FRONT OFFICES and large offices, or store on street; janitor service; light, heat; half block from Subway and City Hall. Your own broker or John Ehlers, 180 Montague St., Brooklyn.

NEW JERSEY—FOR SALE OR TO LET

ENGLEWOOD is the place to live all the year 'round and we can prove it. Englewood Real Estate Co., 42 Dean St., Englewood, N. J. Tel. 630.

8½ acre fruit farm, 10-room modern house; near Summit; $12,000; many other farms; state wants. Martin, Route 3, Plainfield.

RIDGEWOOD, N. J.

Beautiful illustrated booklet sent free on application. GORDON & FORMAN.

REAL ESTATE FOR EXCHANGE.

715 LOTS, LYNBROOK, L. I.

Choice neighborhood; eight minutes from R. R. depot; free and clear; for equity in Manhattan apartment house or business property, subject to first mortgage.

18,000 ACRES FLORIDA

St. John's County, near Hastings, in exchange for suburban acreage or equity in apartment house or business property, subject to first mortgage.

75,000,000 FEET OF TIMBER

Standing timber; spruce, hemlock, pine; in British Columbia; in exchange for good equity in Manhattan apartment house or business property, subject to first mortgage.
FRANK L. FERGUSON,
1328 Broadway, N. Y.

FOR SALE.

TYPEWRITERS RENTED
3 Months for $5

and upwards. Every machine is in fine working order, and will be kept so during term of rental. Initial payment allowed to apply if purchased. WE SELL rebuilt machines, guaranteed for one year, at a saving of 50% to 75%. Send for catalogue.
AMERICAN WRITING MACHINE CO.,
345 Broadway, Cor. of Leonard St. Tel. 5408 Franklin. | 10 Barclay St., 1 Doors from B'way. Tel. 4353 Cortlandt.

MEN'S TAILORING WEEKLY PAYMENTS

SKILLFUL DESIGNERS and CUTTERS, superb fabrics, very latest fashions; absolutely confidential, no references referred to. DELIVERED ON SMALL DEPOSIT PAYMENT. Call and see
EXCHANGE CLOTHING CO.,
No. 19 Park Place, Near Broadway.

We Cater To The ENTIRE WORLD
OPEN AN ACCOUNT $25 a Month $50 a Month $100 a Month 1 WEEK 2 WEEK 4 WEEK
IF YOU CAN'T CALL WRITE FOR RED BOOK
CASTLE CONFIDENTIAL CREDIT
CASTLE BLDG 306 W. 42D ST. OPPOSITE HAMMERSTEINS
OPEN SATURDAY EVENINGS

ROLL TOP DESKS
Office Furniture
in great variety of Style and Price
T. G. SELLEW
111 FULTON ST.

DESKS Roll and Flat Top. Chairs, Filing Cabinets. Office Partition.
HAMBURGER, 33 E. 20th St.

PIANOS AND ORGANS.

WINTERROTH PIANOS,
105 East 14th St. and 14 West 125th St.
Bargains, upright pianos, $75 up; $5 monthly. Chickering Grand, $100; player-pianos, $350 up.

SURROGATE NOTICES.

MARTIN, EMILIE D.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Emilie D. Martin, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, the office of Graham & L'Amoreaux, No. 42 Broadway, Borough of Manhattan, in the City of New York, on or before the 20th day of July next.
Dated New York, the 13th day of January, 1912.
LILLIAN M. N. STEVENS and ANNA A. GORDON, Executors.
GRAHAM & L'AMOREAUX, Attorneys for Executors, 42 Broadway, Borough of Manhattan, City of New York.

TO LET FOR BUSINESS PURPOSES.

ST. PAUL BUILDING
BROADWAY & ANN ST.
LARGE OFFICE SECOND FLOOR
Fine advertisement on windows.
ALSO A FEW SMALL OFFICES
HERBERT A. SHERMAN
114 Liberty St. and 532 5th Av.

APARTMENTS TO LET—Unfurnished.

MANHATTAN.

West Side.
Above 110th Street and Washington Heights.

THE COURTWOOD,
169TH STREET & BROADWAY.

Modern elevator apartments, 5, 6 and 7 rooms and 2 baths; very large, light rooms; $50 to $75. Inducements.

RENTING REMCO SYSTEM
Broadway & 98th Street

SEMIRAMIS 137 W. 110th St. ZENOBIA 217 W. 110th St.

High-class elevator apartments, facing Central Park; 5, 7, and 8 rooms; every convenience. Rents $780-$1,100; concessions. Apply Supts. on premises, or Louis Schlechter, 217 West 110th.

THE MIDLOTHIAN
353 West 117th St.
5 and 6 Rooms, $35.00 to $45.00.
Elevator, telephone, steam heat, hot water, tiled bath, uniform service, electric light; all rooms outside light and air. See janitor.

SUBLET—6 ROOMS, $50

Smithsonian, 60 W. 129th St.; all improvements; elevator; convenient to Subway & "L."

West Side.

Washington and Jefferson,
318-328 West 51st Street.

Attractive apartments, six and eight large, light rooms, bath, elevator, and all modern improvements. Premises, or Alexander Wilson, 489 5th Av.

308 WEST 15TH ST.

ATTRACTIVE BACHELOR APARTMENTS. 2 rooms and bath, $32
ASHFORTH & CO., 11 East 42d St.

UNADILLA High-class elevator apts., 126-128 W. 11th, near 6 Av. Six-seven rooms. Hall service, &c. Reasonable. Duross Co., 155 West 14th St.

301 WEST 46TH ST.
7 rooms and bath; moderate rent.
ASHFORTH & CO., 11 East 42d St.

APARTMENT, CORNER, 841 WEST END AVE. SUPERINTENDENT.

East Side.

Manhanset
61-65 East 59th St.,
NEAR MADISON AVE.
The Most Accessible Location in New York City.

High Class Modern Apartments, 8 Rooms and Bath, Furnished or Unfurnished, Hotel Service. FOR RENTS, ETC., See Superintendent on Premises.

THE CARLTON
157 EAST 81ST ST.

New fireproof elevator apartment, 8 extra large rooms, foyer halls, tiled bath with showers; separate maid's convenience. Rents $1,000 up. Supt.

FLATS OF SEVEN EXTRA LARGE, light rooms and bath in the well-kept apartment house 720-728 5d Av., near 45th St.; rents low; possession May 1st. CRUIKSHANK COMPANY, 141 Broadway.

THE CLEVELAND
126-130 East 24th St.
Apartments of 9 rooms, ample closets, etc.

Kingston—129 East 76th St.
Handsome apartment, 7 large, light rooms, $55.

BROOKLYN.

Eastern Parkway Heights.

Elegant apartments of 4, 5, and 6 rooms, all improvements, including shower baths, electric lights, parquet floors throughout; handsomely decorated; all large, light rooms; double windows overlooking splendid Parkway View; highest and healthiest part of Brooklyn; rents $35 to $60. 900 Eastern Parkway, near Albany Av. M. F. GLEASON, Builder.

ONE ATTRACTIVE

Upper Duplex Apartment, 239A Brooklyn Av., 6 large, bright rooms and bath; heat, hot water supply and janitor service; rental $55. Apply to owners.

Kings & Westchester Land Co.
350 Fulton St., Brooklyn, N. Y.

APARTMENT TO LET.

Charming lower Duplex apartment to sublet: No. 1052 Sterling Place, near Brooklyn Ave., 6 large, light rooms and bath; heat and janitor service; rental $45. Inquire of owners.

Kings & Westchester Land Co.
350 Fulton St., Brooklyn, N. Y.

DUPLEX CORNER APARTMENT

Brooklyn's finest thoroughfare; Brooklyn Av., corner St. John's Place; seven rooms and bath; all light; rent $70. Janitor or 'phone Croscup, 5760 Prospect.

SURROGATE NOTICES.

STEVENS, BYAM K.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against BYAM K. STEVENS, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business, the office of her attorneys, Messrs. Dixon & Holmes, No. 32 Liberty Street, in the City of New York, on or before the 23d day of September next.—Dated New York the 12th day of March, 1912. ELIZA L. W. STEVENS, Executrix. DIXON & HOLMES, Attorneys for Executrix, 32 Liberty Street, New York.

CARDOZO, EMILY R.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against EMILY R. CARDOZO, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber at the place of transacting business, No. 128 Broadway, in the City of New York, on or before the 10th day of August next.—Dated New York, the 27th day of January, 1912.—ERNEST A. CARDOZO, Administrator.—CARDOZO & NATHAN, Attorneys for Administrator, 128 Broadway, Borough of Manhattan, City of New York.

BROWN, EDWARD B.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against EDWARD B. BROWN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of White & Case, No. 31 Nassau St., Manhattan, in the City of New York, on or before the 28th day of September next.
Dated New York, the 14th day of March, 1912.
CHARLES A. STONE, Executor.
WHITE & CASE, Attorneys for Executor, 31 Nassau St., Manhattan, New York City.

RESORTS.

1 time per line, 25c. 7 times, consecutively, $1.40. 30 times, consecutively or every other day, $5.00.

GLORIOUS VACATIONS
In White Mountains
of New Hampshire

Would you like to breathe mountain air you can feel build you up?
Be among mountain scenery

Where Every View Thrills?

Tramp and camp and picnic in primeval mountain forests?
Play golf on royal links, tennis on famous courts?
Motor on perfect roads?
Be part of a hundred social gayeties?
Meet people you would like to know?

Summer train schedule is effective June 24th

You may choose any or all of these in the White Mountains—live at a luxurious big hotel, or inexpensively at a charming small hotel or boarding house.

Famous Hotels

Twin Mountain House, Twin Mountain, N. H. Capacity 150
The Waumbek & Cottages, Jefferson, N. H. Capacity 400
Sunset Hill House, Sugar Hill, N. H. Capacity 300
Intervale House, Intervale, N. H. Capacity 150
The Balsams, Dixville Notch, N. H. Capacity 200
The Mount Pleasant, Bretton Woods, N. H. Capacity 300
Fabyan House, Fabyan, N. H. Capacity 300
Maplewood Hotel & Inn, Maplewood, N. H. Capacity 340
New Profile House, Franconia Notch, N. H. Capacity 300
The Sinclair, Bethlehem, N. H. Capacity 300
Mountain View House, Whitefield, N. H. Capacity 150
Mt. Madison House, Gorham, N. H. Capacity 200
The Mount Washington, Bretton Woods, N. H. Capacity 400
Crawford House, Ent. Crawford Notch, Capacity 300

Send for Free Booklets telling of this wonderful vacation region.

Address Vacation Bureau
THE NEW ENGLAND LINES
Room 818 So. Station, Boston, Mass.

THE NEW ENGLAND LINES
Boston & Maine R.R. | New York, New Haven & Hartford R.R. | Maine Central R.R.

PENNSYLVANIA—Delaware Water Gap.

The Ideal Hotel at which to Spend the Spring Season. Climate mild. Air Dry and Invigorating.

THE KITTATINNY
Leading Hotel at Delaware Water Gap, Pa.

Now open with every convenience. Steam heat, open log fires, sun parlors, elevators, electric lights, rooms en suite, with running water and private baths. Orchestra, golf, tennis, fishing, walks, and drives. Saddle horses, garage. Own Farm and Dairies. American plan. Hotel half mile from station; coaches meet trains. Booklet of views and auto maps on application. Special Spring rates. Cafe and Grill. G. FRANK COPE.

NEW ENGLAND—Connecticut.

OLD PEOPLE'S HOME

For old people, nervous or invalids. Overlooking the Sound. One hour from N. Y. Write for terms, Old People's Home, So. Norwalk, Conn.

NEW JERSEY—Montclair.

"On the mountain top"

Hotel MONTCLAIR

A true home, affording EVERY recreation advantage—and only 45 minutes from Broadway!
AUTO BUS MEETS ALL TRAINS.
T. EDMOND KRUMBHOLZ, MONTCLAIR, N. J.
Also: "The Sagamore" on Lake George

SCHOOLS.

NEW YORK—Manhattan.

Ethical Culture School
Founded in 1879 by Felix Adler
Central Park West and 63rd Street

Kindergarten, Elementary, High School and Normal Departments. Country Camp, Athletic Sports, and School festivals.

Broad course of ethical instruction.

In September, 1912, new Open Air Classes will be held on the roof overlooking Central Park.

For these Open Air Classes, in the 4th, 5th and 6th grades, a few places are still available; and because of the transfer of some in-door pupils to the roof, a few places are also available in the regular school.

Application, in either case, should be made promptly to
Franklin C. Lewis, Superintendent

PRACTICAL SHORTHAND taught by reporter; 30 years' experience; study with a master; individual instruction; day or evening. Miner, 23 Duane St., or 138 West 127th. Call, write, telephone.

AUCTION SALES.

SOL HECHT
will offer at public auction
TO-DAY, MONDAY, AND TO-MORROW, TUESDAY, beginning at 11:30 A. M. each day,
AT 654 BROADWAY, N. Y.,
for account of foreign manufacturers,
a large and attractive line of
RICH ORIENTAL CARPETS AND RUGS
exquisite creations of woven fibres in the most luxuriant iridescent lustres, all to be sold regardless of value.
Telephone Spring 5336.

SURROGATE NOTICES.

REEVES, DANIEL.—In pursuance to an order of the Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against DANIEL REEVES, late of the County of New York, deceased, to present the same with the vouchers thereof, to the subscriber at her place of transacting business at the office of Rose & Putzel, 128 Broadway, New York City, on or before the 15th day of June next.—Dated New York, the 25th day of November, one thousand nine hundred and eleven. NORA REEVES, Administratrix. ROSE & PUTZEL, Attorneys for Administratrix, 128 Broadway, New York City.

SURROGATE NOTICES.

STEVENS, BYAM K.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against BYAM K. STEVENS, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business, the office of her attorneys, Messrs. Dixon & Holmes, No. 32 Liberty Street, in the City of New York, on or before the 23d day of September next.—Dated New York the 12th day of March, 1912. ELIZA L. W. STEVENS, Executrix. DIXON & HOLMES, Attorneys for Executrix, 32 Liberty Street, New York.

SUMMONSES.

NEW YORK SUPREME COURT, COUNTY of New York.—THE NORTHERN BANK OF NEW YORK, Plaintiff, against BESSE M. McQUADE, Josephine Muller, Harry A. McDonough, Alexander Spiro, and "Jane" Spiro, his wife, the name "Jane" being fictitious, said defendant's true Christian name being unknown to plaintiff, Defendants.—Summons.—Trial desired in New York County.

To the above-named defendants:

You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated January 23d, 1912.
BREED, ABBOTT & MORGAN, Plaintiff's Attorneys, Office and Post Office Address, 32 Liberty Street, Borough of Manhattan, New York City.

To Josephine Muller, Alexander Spiro, and "Jane" Spiro, his wife, the name "Jane" being fictitious, said defendant's true Christian name being unknown to plaintiff:

The foregoing summons is served upon you by publication, pursuant to an order of Hon. Edward J. Gavegan, a Justice of the Supreme Court of the State of New York, dated the 28th day of March, 1912, and filed with the complaint herein in the office of the Clerk of the County of New York at the County Court House in the Borough of Manhattan, City of New York.

Dated March 30th, 1912.
BREED, ABBOTT & MORGAN, Attorneys for Plaintiff, Office and Post Office Address, 32 Liberty Street, Borough of Manhattan, New York City.

RESORTS.

1 time per line, 25c. 7 times, consecutively, $1.40. 30 times, consecutively or every other day, $5.00.

NEW YORK—Long Island.

The Hall, Glen Cove, L. I.

Commuting distance of N. Y.; private beach; no mosquitoes; new wing absolutely fireproof; private baths; opens June 1st. Address 33 Irving place, New York. References.

NEW JERSEY—Atlantic City.

HOTEL DENNIS

DIRECTLY ON THE OCEAN FRONT.
ALWAYS OPEN.
WALTER J. BUSBY.

GRAND ATLANTIC

Virginia Av., near Beach, Atlantic City. Rooms en suite, with hot and cold sea water baths. Elevator from street level. $2.50

SAVOY HOTEL
LONDON ENGLAND

THE HEIGHT OF THE LONDON SEASON: ARRIVING FOR SUPPER AT THE SAVOY RESTAURANT.

The SAVOY RESTAURANT still remains the most renowned in the world—its cuisine is unrivalled. There are few visitors to London who do not consider a visit to the SAVOY RESTAURANT and its luxurious and delightful surroundings an indispensable feature in their arrangements. The appreciation of the public is seen in the increased number of people who year by year come to the SAVOY owing to the strong recommendations of their friends who have stayed there.

THE WEATHER.

WASHINGTON, D. C., April 21.—The Western disturbance has moved from Plains States to the Upper Mississippi Valley with undiminished intensity, and during the last twenty-four hours it caused showers and thunderstorms in the Mississippi Valley, the Upper Lake region, and the Middle Plains States, and local rains and snows in the North Plains States and the Middle Rocky Mountain region. Rains have also also fallen in the South Atlantic and Gulf Statesand were heavy at many points in these regions. Local rains are also reported from the plateau region and the North Pacific States.

There will be showers Monday in the region east of the Mississippi River and Tuesday in the Atlantic States and on the East Gulf Coast.

The winds along the New England Coast will be moderate to brisk south; Middle Atlantic Coast, moderate south.

Steamers departing Monday for European ports will have moderate to brisk south winds and overcast showery weather to the Grand Banks.

FORECAST FOR TO-DAY AND TUESDAY.

Eastern New York—Showers Monday. Tuesday clearing and cooler; moderate to brisk south winds.

New Jersey and Eastern Pennsylvania—Showers and somewhat warmer Monday. Tuesday clearing and cooler; moderate south winds.

New England—Showers Monday. Tuesday probably clearing and cooler; moderate to brisk south winds.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

	1911.	1912.		1911.	1912.
3 A. M.	44	44	4 P. M.	54	57
6 A. M.	44	42	6 P. M.	51	53
9 A. M.	47	51	9 P. M.	49	50
12 M.	50	60	12 P. M.	48	49

This thermometer is 414 feet above the street level. The average temperature yesterday was 52; for the corresponding date last year it was 49; average on the corresponding date for the last thirty-three years, 50.

The temperature at 8 A. M. yesterday was 46, at 8 P. M. it was 51. Maximum temperature 60 degrees at 12 P. M., minimum 43 degrees at 6 A. M. Humidity 79 per cent. at 8 A. M., 67 per cent. at 8 P. M.

FIRE RECORD.

A. M. Loss.
12:20—2d Av. and Rutherford Place; Park Department ..... Trifling
3:30—121 E. 100th St.; not given..... Trifling
4:30—2,037 1st Av.; A. Sorge..... Trifling
6:00—111 Lewis St.; Olga Selbach..... Trifling
8:35—171 Eldridge St.; Leib Goldbrick... $2,500
10:15—76 E. 122d St.; G. Evans..... Trifling
11:05—1,811 Carter Av.; Steam Cleaning Co.. Trifling

P. M.
1:30—2,084 Boston Road; not given... Trifling
2:25—150 W. 47th St.; C. R. Nott..... Trifling
2:30—585 Hudson St.; A. Baitalle & Co... $250
3:30—509 W. 52d St.; not given..... Trifling
3:50—25 W. 36th St.; Ralph De Witt.. Trifling
4:40—10 Bolton Road; Mary Malloy..... $5
4:40—201 W. 128th St.; John A. Britt.... $1,000
5:20—862 Hunts Point Road; H. Croswach.. $50
7:30—216 E. 102d St.; Jacob Silverlet.. Trifling
7:30—201 Grand St.; Eisner & Spier.... $5,000
8:30—30th St. and 12th Av.; New York Central & H. R. R. R..... $100
10:00—244 W. 86th St.; A. Nightengale.. Trifling

Personal

Jacob Goldstein and Armand Schwartz.—It will be to your advantage to communicate with H. A. Brand, 309 Broadway, New York City.

Lost

LOST—Between Sloane Hospital and Hotel Knickerbocker via 10th Av. and 42d St., black ribbon fob with green bloodstone seal crest, with motto "Un Loy, Un Foy, Un Roy"; reward. T 7 Times.

LOST—On Saturday, near 6th Av. and 42d St., small black pocketbook containing $5 bill, two pennies, three rings. Reward for return of the wedding ring to 48 West 39th St. No questions asked.

LOST—A back enamel bracelet with onyx setting, on Thursday, April 18, between 11th St. and Hotel Astor; reward. Miss S. Sharpe, 47 5th Av.

LOST—On Friday morning, between West 23d and 18th Sts., Subway, small silver watch with gold fob; reward. 460 Washington Av., Brooklyn.

LOST.—Liberal reward and no questions asked for return of handbag left on bench, Speedway and 155th St., Saturday. Wall, 516 West 150th St.

LOST.—Express receipt book of the United States Express Company. Reward for return to William Lennox, 8 East 34th St.

LOST—Lorgnette, Saturday night, between Reisenweber's and Park Theatre. J. F. Weekes, 340 West 57th St.

LOST.—April 17, small pocketbook, on 14th St. car, 5 o'clock; reward for return to owner, 24 East 61st St.

LOST.—Gold knife, with name of owner on it; finder will be liberally rewarded. Box M 15 Times.

LOST.—Gold matchbox marked D. P. D., Friday night; reward. Phone 3880 Worth.

$100 REWARD TO FINDER.

LOST.—Diamond platinum ring, between 41 Maiden Lane and 45 John St., containing one large stone of about a carat and a half and six small stones about 64ths. Hechler-Klusmer & Co., 45 John St.

Lost and Found, Cats, Dogs

LOST.—Black Angora cat, answers to the name of Dusty. Liberal reward for its return to 194 Riverside Drive, J. P. Knight.

UNWANTED DOGS AND CATS should be taken to the A. S. P. C. A. Shelter for Animals, 102d St. and East River, or the Ambulance House at 111 East 22d St. Owners of lost dogs and cats and responsible persons wishing to secure pets should apply at the Shelter.

Found

FOUND, April 19.—INTERBOROUGH RAPID TRANSIT CO. Apply Lost Property Bureau, 9 Morris St. 2D AV. ELEVATED: 3 umbrellas, satchel, book, rubbers, shoes. 3D AV. ELEVATED: umbrellas, handbag, cuffbutton, books, plans, music, letters, papers, odd gloves, pictures, overalls, lace, shirt, bag, dress, scarf, goods, hardware, soap, iron. 6TH AV. ELEVATED: Handbag, umbrella, cane, pocketbook, meshbag, money, pin, cuffbutton, gloves, photo, plan, music, book, hose, apron, cards and rings, papers, cigars, glove, hat, cap, powder, keys, bolts, can. 9TH AV. ELEVATED: Umbrella, pin, wallpaper, overalls, keys, handkerchiefs, soap. SUBWAY: 7 umbrellas, suitcase, satchel, handbag, purses, cardcase, watch, spectacles, eyeglasses, cigars, papers, books, gloves, rubbers, shirt, underwear, samples, coat, overalls, syringe, trowel, tools.

FOUND, April 19.—NEW PENN. R. R. STATION. Apply Baggage Room, 33d St. and 7th Av.: Book, 6 umbrellas, powder box, set of plans, coat and hat, sweater, gloves, raincoat, suit, 3 pajamas, 5 overcoats, rubbers, envelopes.

FOUND, April 19.—N. Y. C. and N. Y., N. H. & H. R. R. Apply Lost Property Bureau, Grand Central Station: Ticket, package, 6 umbrellas, roll of music, raincoat, box.

FOUND, April 19.—LACKAWANNA R. R. Apply Information Bureau, Hoboken, N. J.: 12 umbrellas, 2 bags, box.

FOUND, April 19.—ERIE R. R. Apply Information Bureau, Jersey City: Umbrella, can, bottle, eyeglasses, gloves.

FOUND, April 19.—LONG ISLAND R. R. Apply Lost Property Bureau, Long Island City: Umbrella, 2 bags, box.

Pianos and Organs

Bookkeeper prominent manufacturing house can save you retail profit, pianos; players. Bookkeeper, L 135 Times.

Piano or player piano, standard make, (new,) in exchange for four large real rugs. Call, Andrews, 17 East 14th St.

Piano, $350; Sebastian Sommer; slightly used; stool, cover, and delivered, $100. Y 34 Times.

Player piano; standard make; 88 note; bench, music; sell at sacrifice. 316 West 42d.

Machinery

Electric motors, lighting and plating dynamos bought, sold, rented. Geo Bender. 82 Centre St.

For Sale

Slightly used office furniture, safes, typewriters, adding machines, cash registers, multigraphs, filing cabinets, Neostyles, addressograph, wardrobes. Nathan, 102 Worth, near Broadway.

Country Houses to Let, Furnished

For Rent, Furnished—Comfortable 10-room house in East Orange, completely furnished, completely screened, completely screened windows, screened porch with awnings; garden; 188 North Walnut St.; June 1 until Sept. 15; $85 per month; references will be required.

WYCHMERE SEASHORE COTTAGES. Rented; completely furnished; bathrooms; hot water; booklet. Box 35, South Harwich, Mass.

Business Opportunities

CAPITAL—CREDIT—ORGANIZATION TIME.

Young man having his own business, small but successful, would like to hear from salesman or merchandise broker controlling a good line which could be largely increased with co-operation of above factors. C 264 Times Downtown.

A splendid opportunity is open to a bright, active, and conservative young man, who will invest about $700 with services to help manage business in general; unlimited field; fully established; business increasing daily; thorough investigation invited; state age, references and present occupation for answer. Strictly confidential. 15 Times Downtown.

Partner.—Two young men whose character and ability will stand strictest investigation offer partnership opportunity to young gentleman investing $5,000 to $10,000 with services in original, clean advertising proposition on which preliminary work has been done; will incorporate; highest references. C 241 Times, Downtown.

Dry Goods Store—Best location, best store, selling best-class in a New York State city of 5,000; worth more, but will sell for $6,000; quick wits and ready money can score; over 300 miles from New York City. Address Y 51 Times.

$5,000 REQUIRED, with services, of a good business man; salaried position in first-class established, rapidly developing business, located in New Haven, Conn.; exceptional opportunity; no brokers. COMMERCIAL CO., 371 State St., New Haven, Conn.

Active partner wanted in the development of a mining property where there is an exceptional opportunity of making a big success; only those interested in legitimate mining need reply; no brokers. Address Y 4 Times.

Capital wanted to finance two building enterprises in New York; have tenants who will lease long term; 8 per cent. net basis; one requires $300,000 for equity and one $40,000. G. H. Wells, 11 East 24th St.

Young man investing $5,000 with services may secure half interest in paint and oil specialty business; established 7 years; strictest investigation; exceptional opportunity. Box C 252 Times Downtown.

For Sale.—Prosperous loose leaf business, New York incorporation established 10 years; moderate capital required; excellent reasons for selling; investigate; quick. T 8 Times.

Protected investment and lucrative business connection open to experienced and trustworthy business man with $1,000 or more ready cash. Address L 114 Times.

Thoroughly reliable and well established corporation marketing specialty wants high-class man with capital; official position; investment secured. K 155 Times.

If you want a live Chicago manager or agent, with offices, address J. G. Horine, 1,070 People's Gas Building, Chicago.

Corporations organized in every State; lowest rates; no advance fees. Expert, C 257 Times Downtown.

Employment agency, partner, or sell, $200. Call 5 to 6 P. M., Crown, 647 6th Av.

For Sale—Business paying $5,000 annually; price $15,000 cash. Box Y 45 Times.

Business Notices

LIFE INSURANCE.

Declined risks placed; no advance fee; principals preferred direct. Address Box H 157 Times.

Fac-simile typewritten letters, addressing and filling-in. Lawrence F. Deutzman Letter Co., 123 Liberty St. 3663 Cort.

Boarders Wanted

West Side.

7TH AV, 2,047, (123d St.)—Airy rooms; well kept; substantial board; hot water supply; references.

16TH ST., 20-22-33 WEST.—Large and small rooms; well furnished; unexcelled board; telephone.

20TH ST., 356 WEST.—Third floor; medium-sized room; southern exposure; small family; references; two meals, $8 per week. Phone 4554 Chelsea.

44TH ST., 260 WEST.—A Hance House. "Quiet Place for Quiet People"; single rooms, including board, $10 per week; use of bath; suites, consisting parlor, sleeping apartments, private bathroom, $30 up per week, including board for two; other double rooms; steam heated throughout; elevator service. 'Phone 793 Bryant.

48TH ST., 117 WEST.—Large, small rooms; private baths; table; house strictly first class; references.

53D ST., 57 WEST.—Beautiful large rooms with private baths; immaculately kept; excellent table; telephone; references.

54TH ST., 54 WEST.—Large and small rooms; first-class references; table guests.

58TH ST., 37 WEST.—Large and small rooms; electric light; private bath; superior table; references.

64TH ST., 115 WEST.—Large, pleasant room, suitable for one or two; excellent table; moderate.

70TH, 151 WEST.—Second-story room; private bath; hot water supply; room telephone; references.

120 WEST 71ST ST.

Attractive rooms; suite suitable doctor; baths, electricity.

130 WEST 71ST ST.

Desirable rooms; excellent home table: Sub., L.

72D ST., 122 WEST.—Attractive, 1, 2 rooms, suites; unexpectedly vacated; high-class accommodations.

72D ST., 150 WEST.—Large, square room; also hall room; parlor dining room; references.

175 WEST 73D ST.

Pleasant rooms; telephone; Subway, "L"; excellent board.

74TH ST., 131 WEST.—Seventeenth year; Summer rates; large, small rooms; private baths; excellent table; references.

76TH, 129 WEST.—Single room, gentleman; good, wholesome cooking; homelike surroundings; telephone; table guests.

76TH, 237-239 WEST.—Large, medium rooms, private bath; high-class house; excellent table.

76TH ST., 113 WEST.—Medium sized room; hot and cold water; also hall room; references.

79TH ST., 135 WEST.

Delightful sunny rooms; Summer rates; excellent table and service; references exchanged.

80TH ST., 124 WEST.—Large and small rooms; private surroundings; exceptionally good table; very reasonable.

81ST, 138 WEST.—Beautiful, comfortable rooms; excellent table; refined Jewish house; table guests; reasonable.

82D ST., 50-52 WEST.—Rooms, singly or en suite; baths; electricity. Phone Schuyler 8397.

82D ST., 66 WEST.—In refined Jewish home; large front room; references.

83D ST., 55 WEST.—Small private boarding house will rent entire floor with bath, or singly; board optional; Summer rates.

86TH ST., 137 WEST.—Can accommodate a gentleman in exclusive, refined Jewish home; easy access Subway and all surface lines; reference.

90TH, 13 WEST.—Elegant home; can accommodate select people; suitable physician's office; excellent cuisine.

93D ST., 122 WEST.—Convenient to Subway and elevated; desirable room; every convenience; good board; references.

93D ST., 128-130 WEST.—Rooms in high class boarding house; reasonable; table guests; telephone.

100TH ST., 828 WEST END AV.—Rooms with, without bath; telephone; superior board; table guests.

105TH ST., 611 WEST, (near Drive.)—Private family; handsomely furnished room; excellent board. Apt. 61. Tel. 7144 Morningside.

114TH ST., 526 WEST.—Small, light, airy room; running water; closet; table guests.

123D ST., 519 WEST.—Acropolis Hotel, near Riverside; single rooms, suites; board optional; reasonable rates.

137TH ST., 602 WEST, (Broadway Subway.)—High-class accommodations; rooms; running water; refined, private family; excellent German home cooking; elevator. Apartment 43.

140TH ST., 455 WEST.—Large room; electric light; unexcelled cuisine; table guests. 'Phone Audubon 7217.

142D St., 512 WEST, (Near Riverside.)—Pleasant front rooms; telephone; excellent table board; moderate.

144TH ST., 472 WEST.—Private residence; exceptionally clean; desirable accommodations; excellent table board; reasonable rates.

145TH ST., 613 WEST.—Large room overlooking Hudson; running water; closets; good board; telephone; references.

145TH ST., 412 WEST.—Desirable accommodations; couple, $18; bath adjacent; superior table; private house; references.

149TH ST., 544 WEST, (Broadway Subway.)—Beautiful, healthiest section, Audubon; small but A1 modern hotel accommodations, boarding house prices. Telephone 2737—Audubon.

CONVENT AV., 144th St.—A lady having beautiful home will let handsome large room, with excellent board; service; exclusive, refined; a real home; references exchanged; permanent. Telephone 7005 Audubon.

LA FORTE HOTEL, (117th St. and Amsterdam Av.)—First-class apartment hotel; elegant rooms, single, en suite; newly decorated; terms moderate; highest elevation in Manhattan; home cooking.

A.—A.—RIVERSIDE DRIVE, 549.—Elegant room with superior board, exclusive, for gentleman or couple. Tel. 4980 Morningside. Payne.

LARGE, small rooms; private bath; near park; subway; elevated; excellent table. 48 West 91st St.

A 1 WAVERLEY PLACE, 103.—Elegantly furnished rooms, with private bath; large closets; phone; $16 to $20 week; hotel service.

Boarders Wanted

East Side.

17TH ST., 220 EAST.—Home boarding house; accommodations for desirable persons; clean, wholesome surroundings; good board. L. Tullar.

80TH ST., 40 EAST.—Second floor suite; elevator; other single rooms; fine table; reasonable.

IRVING PLACE, 47.—Newly furnished, large and small rooms; excellent board; table guests; telephone.

MADISON AV., 348, (near 48th St.)—New tea room; excellent meals daintily served; open Sundays; weekly rates.

MADISON AV., 694.—Large room, with private bath; also single room; excellent board optional.

A1.—107 MADISON AV.
ROOMS, WITH OR WITHOUT BOARD.

Brooklyn.

MONTAGUE TERRACE, 5, 7, 9, (Heights.)—Overlooking river; connecting mansions; Subway, five minutes Wall St.; seaside; neighborhood house; table high class; rates $9, $30 per week. 905 Main.

Country Board

Staten Island.

THE GABLES, 999 Castleton Av.—Large grounds, piazas; trolleys pass door; connect boats; references.

New Jersey.

ORANGE, Mountain Station, N. J.—English; private family will board few people; house stands alone in beautiful wooded neighborhood; private bath. Telephone 4129 Orange. Irwine, 33 East Clark Place.

Campton Plains, N. J.—Ideal Summer location; attractive rooms; homelike board; conveniently located. Mrs. Dorne.

Country Board Wanted

A GOOD sunny room with board for a lady for the Summer before 1st of May; about 20 miles from New York; terms moderate. Address J., 109 3d Av.

Furnished Rooms

West Side.

5TH AV., 25, (9th.)—Refined surroundings; nice hall room, one flight front; breakfast optional.

97TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

207TH, 428 WEST.—Furnished single, double rooms, all improvements; opposite campus Seminary; telephone.

46TH ST., 43 WEST.—Large, front room, bath; other rooms; gentlemen; reference; high class house.

46TH ST., 45 WEST.—Small furnished rooms; gentlemen; references.

52D ST., 54 WEST.—Elegant small room, third floor, front room; all conveniences; telephone; breakfast; references.

52D ST., 46 WEST.—Large, sunny rooms; convenient to bath; references.

55TH ST., 253 WEST.—Large front room, private bath; smaller room; private house; gentlemen; references.

58TH ST., 325 WEST.—Hall room, $2.50; also large room; well furnished; reference.

59TH ST., 208 WEST.—Facing Central Park; furnished rooms; all conveniences; electric light; $4 up; suitable for studio.

60TH ST., 22 WEST.—Parlor bedroom, bath; one $30; another $50; elegantly kept; gentlemen; breakfast.

65TH ST., 5 WEST.—Large front and back parlor; private entrance; extra clean, plenty of light and air; fine bathroom; private phone; three in family (American Christian;) references given and REQUIRED. Phone 1895 Columbus or call. Hanshe.

68TH ST., 38 WEST.—Bachelor apartments; exquisitely kept; unrivaled service; absolutely private; every modern convenience; breakfast if desired; highest references only.

139 WEST 69TH ST.

Attractive suite; private bath; small room; every convenience.

70TH ST., 158 WEST.—Attractive room; private bath, steam heat; private house; gentleman only.

70TH ST., 130 WEST.—Fourth floor; single room; bath adjoining; references.

71ST ST., 351 WEST.—Attractive single rooms, $4 up; suites; private bath; gentlemen, 2317 Columbus.

72D ST., 302 WEST.—Extremely pleasant, nicely furnished, large front room; smaller room; 'phone; gentlemen.

72D ST., 131 WEST.—Large and single rooms; southern exposure; private baths; references.

73D ST, 160 WEST.—Small south room; large closet; running water; near L and Subway; private family; gentlemen only; references.

73D ST., 166 WEST.—Attractive rooms, with every convenience; southern exposure; near Subway express.

74TH ST., 104 WEST.—Attractive room, suitable for two; also small room; telephone; Summer rates.

75TH, 238 WEST.—Attractive 3-window room; private phone; other very desirable rooms; board.

76TH ST., 57 WEST.—Large, desirable room; attractive neighborhood; all conveniences. 'Phone 8124 Schuyler.

76TH ST., 119 WEST.—Physician's office; light back parlor; conveniences; also large room, bath; handsomely furnished.

76TH ST., 125 WEST.—Handsomely furnished rooms in first-class neighborhood; breakfast optional; telephone; references.

76TH, 180 WEST.—Front room, near bath; electricity, running water; also single room; references.

77TH ST., 109 WEST.—Large front room; second floor; first-class house; accessible; telephone; reasonable.

77T HST., 160 WEST.—Elegant parlor floor rooms, with extension; suitable physician's office.

78TH ST., 121 WEST.—For bachelors, medium and small rooms; baths; connecting; moderate; private family.

79TH ST., 148 WEST.—Large, well-furnished room; also hall room; telephone; gentlemen only.

80TH ST., 110 WEST.—Large and small rooms, adjoining bath; private house; moderate rates; telephone.

80TH ST., 132 WEST.—Large, finely furnished rooms, with bath; one flight; private house; references.

81ST ST., 106 WEST.—Large, sunny room, second floor; private house; 'phone; all conveniences.

82D ST., 6 WEST.—Select gentleman or man and wife; large and modern; homelike; clean; near Central Park; excellent Summer location.

82D ST., 6 WEST.—Select; gentleman or man and wife; large front or floor; cool Summer location; near Central Park; home comforts.

82D ST., 107 WEST.—Single, outside room; nicely furnished; cool; large closets; reference. Rollen.

82D ST., 327 WEST.—Overlooking Drive; private house; running hot, cold water; telephone; moderate. Campbell.

82ND, 110 WEST.—Elegantly furnished, large front room; running water; man and wife; gentleman.

82D ST., WEST.—Attractive, light rooms; select modern apartment; running water. Inquire 'phone 8703 Schuyler.

84TH ST., 64 WEST.—Nice room; running water; suitable one or two; moderate.

85TH ST., 140 WEST.—Elegantly furnished, large, small rooms; private house; telephone; convenient Subway, "L."

87TH ST., 176 WEST.—Refined home; two large connecting rooms; running water; small room. Bruns.

91ST ST., 46 WEST.—Large, handsomely furnished rooms; private baths; back parlor; telephone; private house.

92D, 77 WEST.—Connecting bedrooms, large closets, hot water, bath adjoining; telephone; moderate.

92D, 77 WEST.—Connecting bedroms, large closets; hot water, bath adjoining; telephone; moderate. Lorenz.

93D, 306 WEST (Apartment 5E.)—Parlor and bedroom, elevator apartment; telephone, electric light, shower bath; reasonable to business people.

93D, 304 WEST.—Newly decorated, beautifully furnished double and single rooms; table a specialty.

94TH ST., 76 WEST.—Desirable rooms; comfortable new beds; running water; wardrobe; conveniences; gentlemen. Harris.

94TH ST., 34 WEST.—Large, handsomely furnished room; quiet; refined surroundings; owner; reference.

95TH ST., (710 West End Av.)—Airy, comfortable rooms; reasonable; Subway express, trolley. Dick.

95TH ST., 145 WEST.—Large, well-furnished front room; running water; private house.

96TH, 324 WEST.—Attractive room for lady in cozy apartment; kitchen; reasonable. Allison.

97TH ST., 148 WEST.—Private house; small, nicely furnished rooms; all conveniences; Subway express; gentlemen.

97TH, 145 WEST.—Private family; large, sunny, second floor front room; handsomely furnished; bath.

97TH, 145 WEST.—Private family; large, sunny, second floor front room; handsomely furnished; bath.

97TH ST., 150 WEST.—Large and small rooms; neatly furnished; Subway express; private family; owner.

100TH ST., 253 WEST.—Attractive single room; electricity, lavatory adjoining bath; private residence. 1067J—Riverside.

Furnished Rooms

West Side.

103D, (58 Manhattan Av.)—Large front parlor and bedroom; elegantly furnished; breakfast optional. Russell.

167TH ST., 230 WEST.—High-class elevator apartment; attractive rooms, beautifully furnished; references. Gurnee.

112TH ST., 305 WEST.—Comfortably furnished large and hall rooms; newly decorated; all improvements; private house.

114TH ST., 528 WEST.—Large, cool rooms; private house; telephone, bath; convenient transportation.

118TH ST., 414 WEST.—Artistically furnished; near Columbia; Subway; moderate; gas, electricity, elevator, telephone. Smith.

118TH, 405 WEST.—Large outside room; suitable one, two; also smaller room. Apartment 24.

119TH ST., 422 WEST.—Desirable front room; two windows; reasonable; restaurant; elevator Subway, apartment 24.

121ST ST., 509 WEST.—Columbia University neighborhood, opposite Teachers' College, half block east of Broadway; beautiful, sunny, double front room, with kitchenette; Bancroft apartments; new; fireproof; electric lights; elevators; elegant reception room; excellent restaurant.

121ST, 170 WEST.—Sunny corner; well-kept rooms; all conveniences; telephone; $2-$4. Hungerford.

122D, 511 WEST.—Modern rooms; newly furnished; electricity; telephone; elevator; reasonable; board optional. Miller.

124TH ST., 534 WEST.—Beautiful large front; elevator, piano, 'phone, shower bath; $3; Subway. Morris.

126TH ST., (329 Lenox Av.)—Exceptional desirable room; every convenience; Subway. Todd.

135TH ST., 601 WEST.—Neatly furnished room; southern exposure; elevator. Apartment 3H.

139TH ST., 601 WEST.—Near station; front room; southern exposure; electricity; elevator; reasonable. Apartment 31.

141ST ST., WEST, (One Hamilton Terrace.)—Large connecting front rooms; newly furnished and decorated.

142D ST., 605 WEST.—Attractive large outside room, overlooking Hudson and Drive; meal accommodations; elevator; reasonable. Apt. 62.

146TH ST., 600 WEST.—Attractive room, overlooking Hudson; southern exposure; elevator apartment; Subway. Apartment 62.

148TH ST., 562 WEST.—Beautiful large front room; newly decorated; lavatory; elevator. Apartment 22.

151ST ST., 502 WEST.—Large, sunny parlor; suitable two; Subway; elevator; telephone 1780 Audubon. Sommer.

CENTRAL PARK WEST.—Room, adjoining bath; first-floor doctor's apartment near Columbus Circle. Telephone Columbus 9319.

Complete lists of furnished rooms in city and Brooklyn; full particulars free. City and Resort Realty Co., Times Building.

Four light rooms until October, furnished; elevator; shown afternoons. 609 West 137th, apartment 66B.

HAMILTON TERRACE, 11, (near 141st St. and Convent Av.)—Beautifully furnished front room with use of kitchenette; $4.50; private residence; Subway.

IN high-class apartment, two large, beautifully furnished rooms and bath, en suite or singly; breakfast if desired; references. Tel. 5827 River.

600 RIVERSIDE DRIVE,

Corner 137th, overlooking Hudson, parlor, bedroom, private bath, refrigerator, independent entrance; restaurant; exceptional. Apt. 34.

RIVERSIDE DRIVE, 610, (Imperial Arms.)—Large, well-furnished room, suitable for two. Wadsworth.

2,013 5TH AV., (124th.)—Handsome room; hot water, steam; Subway, Grand Central; reasonable; private.

East Side.

20TH ST., 43 EAST.—Desirable room; private house; all conveniences; telephone; references.

44TH ST., 21 EAST.—Large desirable room; bath; telephone; well kept house; reference.

44TH ST., 136 EAST.—Large room; well furnished; all conveniences; private house.

59TH ST., 129 EAST.—$2 week; desirable, light, cool rooms; porcelain bath; gentlemen exclusively. Stevens.

60TH ST., 134 EAST.—Well-furnished parlor floor in quiet, refined house; other rooms.

76TH ST., 37 EAST.—Comfortable room, bright and sunny; best Summer location; private house; $4.

115TH ST., 201 EAST.—Two furnished rooms; suitable for dentist or doctor.

IRVING PLACE, 14, (corner 15th St., block east of Union Square.)—Front rooms; box spring beds; tiled bathrooms; absolute cleanliness.

IRVING PLACE, 71.—Large room, private bath; small rooms, $3.50 up; board optional; telephone.

LEXINGTON AV., 626.—Scrupulously clean house; handsomely furnished, second floor; large front room; also single room; every home comfort; moderate prices.

Unfurnished Rooms

122D ST., 500 WEST.—Large front rooms; also smaller; kitchen privileges; elevator apartment. Ingeman.

Apartments to Let, Unfurnished

West Side.

Beautiful Riverside apartment: five large, light rooms; liberal concessions quick tenant; Columbia Heights. Y 39 Times.

15th, 330 West.—4, 5 rooms, elevator apartments, telephone; reasonable. Duross, 155 West 14th.

Apartment, 8 rooms, bath, butler's pantry; 251 West 100th St., between West End and Broadway.

Desirable apartment to sublet, seven rooms, bath; liberal concession. S. Benderly, 828 West 123d St.

16th, 5 West, at Fifth Av.—Bachelor apartments; skylights; $22-$45.

East Side.

16-18 EAST 58TH STREET.

At extremely moderate rentals, 6-room apartments with bath, steam heat, hot water supply, and janitor service; near Fifth Av. Apply on premises.

Bronx.

1,416 Bryant Av., near Freeman Station.—Four and five rooms; latest improvements; $22 and upward.

Apartments to Let, Furnished

302 West 79th St., Near Riverside Drive.—May 1 to Oct. 1, six light, newly furnished rooms; southern exposure; elevator, fireproof; unusually attractive, homelike; $75; furnished or unfurnished. 'Phone Bedford—4032, or Flushing—1348W. Inspection between 10 and 12 A. M., Mrs. Patterson's apartment.

A handsome four-room, furnished apartment to sublet reasonably; all light rooms; every modern convenience; elevator, electric lights, and telephone; very convenient transportation facilities; can be seen by appointment; references required. H. Rosenthal, 611 West 127th St.

Sublet luxuriously furnished duplex apartment, Riverside Drive, May 1 to Oct. 1, $150 per month; regular rental, $3,200 yearly; ten large, airy rooms, 3 baths; all rooms overlook river; one block from Subway express station. Address J. P., Room 712, 253 Broadway, N. Y. C.

To sublet from June 1 to Oct. 1, apartment 8 rooms, all light and airy; 3 baths; excellent view Hudson River; well furnished; moderate rent to responsible person. Apply Apartment 8E, 318 West 100th St.

3 rooms, beautifully furnished; highest class elevator apartment; near West 145th St.; Subway and elevator stations; (from May 1.) Norman Denzer, 3,816 Broadway. Phone 4433 Audubon.

Six rooms facing Broadway, elevator apartment, near 157th St. Subway station; 3 bedrooms; piano; $65; May 1; elegant furniture. Norman Denzer, 3,816 Broadway. Phone 4433 Audubon.

5 rooms; beautiful, new furniture; outside; southern exposure; 2 large bedrooms; high-class elevator apartment; immediate possession. Norman Denzer, 3,816 Broadway. Phone 4433 Audubon.

100 East 56th St.—Top floor front; will rent, furnished or unfurnished; all improvements; with maid service and meals in apartment if desired. Apply on premises.

Bargain.—620 Riverside Drive; 5th Av. coach, Subway. 137th St.; eight rooms, front; river breezes; Pianola-piano, silver, linens. Telephone 3130 Audubon.

2 East 55th St.—Beautifully furnished three large light rooms, two baths; hotel service; to sublet; liberal concessions. L 57 Times.

Claremont Av., 99.—Seven room furnished apartment; light, well ventilated; grand piano; large living room.

For rent, small furnished apartment near Riverside Drive and 116th St. Subway; very reasonable terms. P 14 Times.

Front room; kitchenette; bath; servants; restaurant; reasonable. Apt. 505, 100 West 110th St.; 3970 Riverside.

2,469 Broadway, (91st St.)—Comfortably furnished; 6 rooms, bath; reasonable; till October. Ekeland.

DESIRABLE six-room apartment to rent; 1st of June to October; reasonable. Palmer, 543 West 123d St.

To Sublet 102 Waverley Place.—8-room furnished apartment; elevator. Phone 8674 Spring.

Beautiful elevator apartments, 4 and 6 rooms, handsomely furnished. Edgemere, 3 W. 104th.

123d St., 528 West.—Desirable apartment to sublet, 7 rooms, 2 flights; liberal concession.

Help Wanted, Female

EXPERIENCED working housekeeper for small cottage, with no improvements, on outskirts of Irvington; boy attends to water and chores. Write experience, references, and salary expected to Box 66, Irvington-on-Hudson, N. Y.

GENERAL housework, competent girl or middle aged woman in modern country home; small family; best treatment; references. A. D. Arnold, Pawling, N. Y.

STENOGRAPHER, not over 25, neat, bright, by advertising firm. Address in own handwriting, M 6 Times.

WANTED an experienced nurse for five-month-old child; do not apply unless you can give personal city references. Benedict, 318 West 100th St. Telephone 8642 Riverside.

WANTED—A first-class cook for the Summer; immediate engagement; first-class references required. Call Monday, April 22, 10 to 12 A. M., 37 West 48th St.

WE AIM to supply the individual need of those desiring services of competent stenographers, typists, or office help; we make no charge of any kind. Telephone Employment Department, Royal Typewriter Company, 366 Broadway.

WOMAN for general housework, mornings. Call after 1 o'clock, Kellogg, 530 West 128d St.

YOUNG GIRL for plain sewing. Apply after 10 A. M., 346 6th Av., fifth floor.

$8 per week salary and 32 per cent. commission paid reliable salesladies; reply at once. Harriss Studio, 1,207 31st St., Washington, D. C.

Help Wanted, Male

A SALESMAN over 25 wanted, of good education and address, for out-of-town work; permanent employment. Ryan, 156 5th Av.

BOOKKEEPER wanted; one experienced in diamond trade preferred; steady job for right man; write, giving references and salary wanted. M 11 Times.

BOND SALESMAN.
OLD-ESTABLISHED HOUSE HAS OPENING FOR FULLY EXPERIENCED, HIGH-CLASS MAN WITH FAVORABLE ANTECEDENTS. FOR INTERVIEW ADDRESS L 95 TIMES.

CLEANER AND DYER.—Wanted, at once, first-class cleaner and dyer; steady work year round guaranteed; wages, $3.50 per day; only sober men need apply. Hillside Dye House, Bangor, Me.

CORRUGATED PAPER.
SALESMEN WANTED FOR FIBRE AND CORRUGATED SHIPPING CASES AND CORRUGATED PRODUCTS; ONLY THOSE WITH EXPERIENCE AND TRADE APPLY. CALL MONDAY, BETWEEN 9 AND 12 A. M., PRINCE GEORGE HOTEL.
J. M. RAFFEL.

COUPLE, WHITE.—Man useful and butler; wife cook, assist laundry; personal references required. Call Monday and Tuesday, 137 West 73d St.

COLLEGE GRADUATE, with some business experience, desirous of entering the field of investment securities, will be given opportunity; best references required; state full particulars in application. C 275 Times Downtown.

ENERGETIC MAN of ability to sell securities of well-established corporation; give references and state experience. Address L 154 Times.

EXPERIENCED MERCHANDISE MAN for department store; only one who has experience and has "made good" will be considered. Apply L. Bry, 140 West 22d St.

EXPRESS BILL CLERKS and callers; experienced. Apply Room 503, Terminal Building, 68 Hudson St., Hoboken, N. J., from 9 to noon.

REPRESENTATIVE FIRM to handle an extensive line of high-grade paint brushes, &c.; exclusive territory; state full particulars and previous connections. Y 43 Times.

SALESMAN wanted by cotton goods converting house in the city; only those familiar with the cutting-up trade and established experience in this branch of business need apply. E. B., 250 Times Downtown.

SALESMAN.—Can earn good money representing a large corporation; steady paying position; personal instruction given by our successful men. Call Mr. Fricke, sixth floor, 277 Broadway.

SALESMAN.—Hustler with clean, successful record for three workingmen's trousers; Pennsylvania or Middle West. Drawer F, Walden, N. Y.

SALESMAN—One acquainted with skirt, waist, and millinery trade preferred; only hustler need apply; reference. Altman & Boething, 491 6th Av.

SALESMAN, familiar with medium and small trade, to carry popular priced line of embroideries and laces; name territory. P 6 Times.

SALES MANAGER, qualified to handle large commercial enterprise. Room 1,514, 305 5th Av.

SALESMAN.—Only one with trade on skirts. Excello Mfg. Co., 36 Greene St.

SOLICITOR WANTED for collection business on a commission basis; must have good references. Address S. W. C., Box 50 Times.

STENOGRAPHER.—By New York office of manufacturing company, a young man with experience preferred; must be thoroughly capable and come well recommended. Address, stating age, experience, and salary expected, Z 314 Times Downtown.

STOCK SALESMEN WANTED.—Several strictly high-grade, forceful men, capable of earning $5,000 to $10,000 yearly, for permanent connection with well-established house placing attractive proposition with strong local directorate. Territory, principally New Jersey and adjoining States. References ability, and character absolutely essential. Clarence Hodson & Co., Brokers, Essex Building, Newark. Established 1893.

WANTED FOR U. S. ARMY—Able-bodied unmarried men between ages of 18 and 35; citizens of United States of good character and temperate habits, who can speak, read, and write the English language. For information apply to Recruiting Officer, 25 3d Av., 749 6th Av., New York City; 363 Fulton St., Brooklyn, N. Y.; 47 Montgomery St., Jersey City, N. J., or any recruiting station.

WANTED.—An experienced valet who can give personal city references; must have experience in shaving and a good cook; for a bachelor in an apartment. Address P 7 Times.

WANTED.—Salesmen; our bread slicing machines offer splendid inducements to pushing

ROOSEVELT LEADERS BOAST OF RECRUITS

They Say Old-Line Leaders Have Seen a Light and Are Rushing for the Band Wagon.

MOVED BY RECENT VICTORIES

The Colonel's Managers Pick Ohio for the Next Surprise and Talk of Capturing National Committee.

An air of jubilation was manifest at the headquarters of the New York City Roosevelt Committee yesterday upon the results of the primaries Saturday in West Virginia and the victories won Friday in Oregon and Nebraska. It was stated that the recent Roosevelt landslides had given the Roosevelt supporters a sufficient number of National Committeemen from various States to insure a fair hearing before the Committee on Credentials at the Chicago Convention in the matter of contested delegates. Efforts will be made to obtain control of the committee.

In the last few days a number of Roosevelt leaders have visited the local headquarters to confer upon the situation in various States. These conferences have been marked with secrecy, and the names of some of the visitors have not been made public. It was suggested yesterday, however, that they included many recruits to the Progressive ranks. A great number of Republican leaders, it was alleged, have seen a great light and have become convinced that President Taft cannot be renominated, and that if he gets the nomination he cannot be elected.

A telegram was received yesterday from one of the seven Governors who were the original sponsors for the Roosevelt boom. The name of the sender could not be obtained, but the telegram itself read as follows:

Watch the weak brothers get splinters in their fingers climbing on board the band wagon.

Former State Senator Flinn of Pittsburgh, who, as the result of the recent primaries in Pennsylvania, has supplanted Senator Penrose as the Republican leader of the State, visited the local headquarters Saturday night and conferred with United States Senator Dixon. The conference was a brief one, and its purport is unknown. Senator Dixon returned to Washington on the midnight train, and Mr. Flinn left earlier for Pittsburgh.

It was announced that the new Republican State leader in Pennsylvania had outlined the platform which will be adopted at the State Convention on May 1. It will indorse every well-known Roosevelt policy, and will be "progressive" to the point of radicalism. When it is forced through it is believed that Senator Penrose and his stand-pat colleagues will be dismayed. Among other things it will urge the adoption of the initiative, the referendum, and the recall, as well as the recall of judicial decisions, a Corrupt Practices act, and a minimum wage act for women. Ex-Senator Flinn informed the local committee that the last-mentione plank would be a strong political asset during the campaign. He is quoted as having declared that there were 24,000 adult women employed in mills in Pittsburgh, 12,000 of whom were working for less than $6 a week.

The Pennsylvania leader brought with him a political jest at the expense of the Union League Club of Philadelphia, which was recounted yesterday with great satisfaction at the Roosevelt headquarters. It appears that some months ago, before the recent primaries in the State had been held, the club arranged to hold a dinner on next Wednesday night. President Taft was invited and had accepted. The affair was to be a celebration, and 500 tickets were issued at $15 a cover. During the past week, it is said, the Dinner Committee has been working tooth and nail to assemble a sufficient number of guests to make a respectable showing, and the event is awaited by the Roosevelt Republicans with the keenest enjoyment.

The biggest surprise for the "regulars," it was confidently predicted yesterday at the Roosevelt headquarters, is going to come from the Ohio primaries.

"It would be foolish for us to make any predictions as to figures," said a member of the committee yesterday, "but it is certain that Col. Roosevelt will receive at least three-fourths of the delegates. We have done our best work in Ohio, and have devoted most of our time to that State. The outlook is very gratifying."

It was announced that contests would be made in the case of every Taft delegate from the Southern States to the Chicago Convention. This member also said:

"In the case of uninstructed delegates from the South, it will not be necessary to institute contests. They are already beginning to consider the advisability of supporting Roosevelt. The results in the big Republican States, such as Pennsylvania, Illinois, Maine, Nebraska, and Wisconsin have demonstrated that President Taft cannot carry those States if nominated. The Southern Federal office holders are too wise not to realize that a continuation of patronage can only be hoped for in the nomination of a Progressive candidate. We consider Wisconsin, where Taft did not succeed in corralling a single delegate, as the best proof of this. True, the twenty-six delegates from that State are pledged to La Follette, but we consider them ours after the first ballot."

Col. Roosevelt will arrive in this city from his Western trip to-morrow afternoon at 2 o'clock. From the Pennsylvania station he will go at once to his home at Oyster Bay.

GARDNER ASSAILS ROOSEVELT.

Charges Him with Ignoring Reports Against Special Interests He Favored.

Special to The New York Times.

BOSTON, Mass., April 21.—Augustus P. Gardner, Congressman from the Sixth Massachusetts District, and son-in-law of Senator Lodge, whose challenge to debate was refused by Col. Roosevelt, now calls upon both Taft and Roosevelt to produce correspondence, which he says passed between them, showing that Col. Roosevelt did not speak the truth when he gave the public the impression that Senator Lorimer had Taft's support.

Mr. Gardner also asks Roosevelt and Taft to produce correspondence showing that it was Crane who helped Roosevelt settle the coal strike, which Mr. Gardner says was "the most notable act" of Roosevelt's career.

Mr. Gardner made his demand upon the Colonel in a long telegram which he sent to Oyster Bay last night and supplemented by a statement to the local press to-day, for the Congressmen is at home to begin stumping for Taft to-morrow.

In his telegram Mr. Gardner says:

I charge you with making exceptions for your favorites, sometimes under the allegation of technicality, sometimes for reasons unknown. I challenge you to produce the suppressed report of your own Commissioner of Corporations, Herbert Knox Smith, with regard to the Harvester Trust. I challenge you to produce the letter of your Secretary of Commerce and Labor, Oscar Straus, transmitting that report. I assert that this report explicitly shows that the Morgan interests always favored your administration. In the interest of square dealing, I demand that you produce copies of these suppressed papers. If no copies are in your possession, I demand that the Department of Justice proceed at once to discover them.

I regret that I am not to have the opportunity to meet you face to face to discuss these and other pertinent matters before a Massachusetts audience.

Mr. Gardner denies Roosevelt's charge that Taft has served the great interests. He says the President has made no exceptions on account of expediency, and asks the Colonel if he can say as much.

OHIO COUNTY FOR TAFT.

List of Cuyahoga Delegates Show Defeat of Roosevelt Forces.

Special to The New York Times.

CLEVELAND, Ohio, April 21.—That the Taft forces seem to have routed the Roosevelt boomers in this, the largest county in Ohio, is shown by the lists of delegates and precinct men filed by the two factions of the Republican Party. The lists closed last midnight.

There are 515 precinct men to be chosen at the Cuyahoga County Convention, and in 280 of the precincts the Roosevelt men failed to file contests, which means that the Taft faction, headed by Senator Burton, is sure to control the committee for another year. Likewise the insurgents failed to file any contests in 115 of the 264 places for delegates to the County Convention which will select the delegates to the Republican State Convention. This would indicate Taft control of this convention and a solid Taft delegation to the State Convention.

As Cuyahoga has many delegates in the State gathering, it will go a long way toward giving the President the six delegates at large at Chicago. The Roosevelt men, through their leader, Guy Farquharson, claim that many of the men against whom no contests are made are posing as Taft men, but are for Roosevelt. This does not seem possible, as the Taft backers have exercised unusual care in the selection of their delegates and precinct committeemen.

HUGHES ASSURES TAFT.

Justice Would Not Accept Nomination Unless President Urged It.

Special to The New York Times.

WASHINGTON, April 21.—The most interesting political talk here to-night hinges around a report that Associate Justice Hughes of the Supreme Court of the United States, formerly Governor of New York, has caused President Taft to be assured that under no circumstances will he accept the Republican Presidential nomination. This intimation is said to have been extended by the Justice even to the almost inconceivable case of the convention nominating him at Chicago, and then adjourning before his attitude is made plain. Even then, according to his reported message to the President, he will not modify his position, unless the President himself urges him to accept the party leadership.

To-day's report fits in well with what was known before of Justice Hughes's attitude on the subject, though it gains particular interest from the recent talk that has been heard of a third candidate to harmonize the differences caused by the furious campaign of Col. Roosevelt against the President. Over a year ago many of the Republican Party leaders began casting about for a compromise candidate, and Mr. Hughes was then picked as the only available man. But the Justice steadily refused to lend his name to the movement, and it was gradually discouraged.

The movement has been silently revived lately, however, and since the Illinois and Pennsylvania primaries has been discussed more than ever. It is believed that the Roosevelt faction would support the former Governor of New York with better grace than it would the President, while even the La Follette faction might be persuaded to line up solidly for him.

Col. Roosevelt himself, it is known, has long cherished bitter feelings toward the former Governor of his State. But when this animosity was aroused he had found it expedient to work with the ex-Governor for political cohesion. Four years ago, when Mr. Roosevelt was working as hard to nominate Mr. Taft as he is now to defeate him Gov. Hughes so completely dominated New York Republicanism that the Colonel was forced to make overtures to him from Oyster Bay. As a result, when Mr. Taft was nominated, Mr. Hughes joined his campaign forces, and in his opening speech gave the campaign an impetus that till then it was thought to lack.

NEW HAMPSHIRE NEXT.

Primaries on Tuesday When Taft-Roosevelt Campaign Ends.

CONCORD, N. H., April 21.—The Taft and Roosevelt managers both claim the State to-night. The campaign will close to-morrow and the primaries will be held on Tuesday. Both sides have conducted a lively campaign. President Taft visited the State early in the contest, while Col. Roosevelt made a more recent appearance in the cities of the Merrimack Valley.

Gen. Henry M. Baker, a former Congressman, who is Chairman of the Taft League of New Hampshire, says the league claims 500 of the 812 delegates to be selected for the State Convention.

Clarence E. Clough, Chairman of the Roosevelt League, asserts that both Congressional districts will be carried for Roosevelt, and the State Convention controlled two to one for the former President.

VIKINGS SANG DOG SONG.

Knute Nelson Says Clark's Ozark Tune Is an Old Swedish Melody.

Special to The New York Times.

WASHINGTON, April 21.—Senator Knute Nelson, who is a Norseman, besides being a Republican from Minnesota, declares that Champ Clark's campaign anthem, "The Houn' Dawg of the Ozarks," is not a Democratic tune at all, but a base imitation of an old Swedish Viking song. His fathers, he says, often went to victory with that tune in their ears. The Senator's version follows:

Naer jag kom till staden's grin
Pojkar sparkar hunden minsy
Det goer de' samma om han aer blott hun,
De moste sluta att sparka honom rundt.

A literal translation, which save for the meter is almost word for word the song they sing in the Ozarks, goes like this:

I came to the city's gate,
The boys chased my dog.
This they did, though he's only a hound—
They must stop kicking my dog around.

The song can be traced as far back as the year 1200, and was probably old then. The Senator refers all requests for the singing of the song to Representative Lobeck of Nebraska. Mr. Lobeck is a Swede, and the Senator says he can sing.

Harmon Off to Stump Texas.

Special to The New York Times.

WASHINGTON, April 21.—Gov. Judson Harmon of Ohio telegraphed his headquarters in Washington to-day stating that he will leave Columbus to-morrow night for Dallas, Texas, for an active stumping tour of the Lone Star State, subject to dates arranged by the Texas committee.

Bryan to Stump for Wilson in Florida.

WASHINGTON, April 21.—William Jennings Bryan will take the stump in Florida this week for the Presidential candidacy of Gov. Wilson, according to announcement to-day at the latter's campaign headquarters. Mr. Bryan will speak at Jacksonville Thursday, Tampa Friday, and probably at Pensacola.

FUND FOR BRONX MATERNITY.

Campaign Starts to Raise Cash to Build Free Hospital.

About 250 residents of the Bronx who are interested in a movement to establish a free maternity hospital in the Bronx's congested tenement district met at Auerbach's Casino last night to plan a money-raising campaign.

It was decided that the present dispensary maintained at 1,632 Bathgate Avenue by the Bronx Jewish Maternity Hospital is entirely inadequate for present needs and that the dispensary should be developed into a first-class hospital. Among those who spoke in favor of the plan were Sheriff Harburger, Judge M. J. Tierney, State Senator Griffin, Rabbi Elias Solomon, and Rabbi Mayer Kofstein. All of the speakers made an appeal for funds, and during the evening several large donations were announced. A committee was selected to canvass the Bronx for donations, with instructions never to cease in its efforts until a sum sufficient to commence the erection of a hospital has been realized.

BRYAN RAPS HARMON; SCORNS HIS CHANCES

The More Speeches He Makes the Fewer Votes He'll Get—Explains Nebraska Results.

HAD NO CANDIDATE HIMSELF

But Harmon Would Have Done Better If Harmon Had Stayed Away—Going to Florida for Wilson.

In a statement issued yesterday at the headquarters of the local Harmon committee Lieut. Gov. H. L. Nichols of Ohio, who is the National campaign manager for Gov. Harmon, took a fling at W. J. Bryan, which later roused the Nebraskan's wrath when it was shown to him at the Hotel Astor, where Mr. Bryan, who is in this city as a delegate to the Men and Religion Forward Convention, is stopping. The statement was to the effect that Mr. Bryan had been repudiated in his own State as indicated by the result of the Nebraska primaries on Friday. It read in part as follows:

"Notwithstanding the fact that he was actively opposed by W. J. Bryan, Gov. Harmon has succeeded in capturing four delegates in Nebraska, while Mr. Bryan's own candidate was defeated. We are gratified that Gov. Harmon has so many friends in Nebraska and feel confident that his strength in the centre of the opposition to his candidacy strengthens him in the pivotal States, whose Democrats want to see nominated a candidate who can carry them and win the election." The statement was signed by Lieut. Gov. Nichols.

When this was shown to Mr. Bryan he laughed scornfully, and exclaimed: "Why, isn't the man who wrote that writing fiction? It is absolutely false in its premise and in its conclusion. I have no candidate and had no candidate in Nebraska. I am opposed to Gov. Harmon's candidacy and always have been. When I spoke in Nebraska at two meetings a week ago I urged the voters to support either Clark or Wilson, who are both Progressives. It was fully expected that Gov. Harmon would get two delegates from Omaha, and no one was surprised, but when one considers that both Clark and Wilson received twice as large a popular vote as Harmon it is hard to understand just what kind of a victory the Ohio Governor thinks he has won."

Mr. Bryan added that he had received advices to the effect that he had been elected a delegate at large from Nebraska, and that the three others on his ticket had also been chosen.

"I am going to Florida next week," announced Mr. Bryan, "and I shall speak at both Jacksonville and Tampa. Wilson and Underwood are the only candidates in that State, so I shall support Wilson, as I am against Underwood."

When asked whether or not he would visit Texas and campaign against Gov. Harmon in that State, Mr. Bryan replied that he did not know. He was informed that Gov. Harmon had announced his intention of going to the Lone Star State and making a number of stump speeches.

"The more speeches he makes the fewer votes he will get," declared the Nebraskan. "If he had kept out of Nebraska he would have made a better showing there."

In reply to a question Mr. Bryan stated that he believed the victories of Roosevelt and Clark in Nebraska was a new and convincing proof of the fact that Nebraska was a progressive stronghold.

CONWAY ACTING GOVERNOR.

Has Few Bills to Act Upon—Exposition Appointments to Make.

Special to The New York Times.

ALBANY, April 21.—Thomas F. Conway is the Governor of New York until the return of Gov. Dix in June. Gov. Dix will reach home in time to sit as a delegate in the National Democratic Convention at Baltimore on June 20.

Before leaving Gov. Dix cleaned up all the acts of the Legislature which were before him, leaving for Gov. Conway only the few city bills, which are in the hands of Mayor Gaynor to act upon. The number is less than half a dozen, and all pertain to the City of New York.

Mr. Conway was in Albany yesterday when he automatically became the State's Executive, but he did not go to the Executive Chamber. He left for Plattsburg last evening intending to return to Albany to-morrow, when he will take up his duties in the Executive Chamber.

Under the Frawley bill appropriating $250,000 and providing for a commission of fifteen for the Panama Pacific International Exposition, Lieut. Gov. Conway is directed to name five of the Commissioners, Speaker Merritt five, and the Governor five. It is believed that Gov. Conway may name ten of the Commissions under his double official duties.

SAW AUTO KILL HER BOY.

Jersey City Lad Playing in Front of His House When Run Over.

Francis Darden, 5 years old, was playing with some other boys in front of his house, 8,524 Mercer Street, Jersey City, yesterday evening, when he ran out from behind a carriage and straight into an automobile which killed him instantly. His mother was a witness of his death. The machine was being run by John Ricco, the 17-year-old son of Michael Ricco of 500 Jefferson Street, Hoboken, the owner of the car. The child fell under the rear wheel, which passed over his neck. Ricco stopped his automobile and carried the boy to the City Hospital.

Ricco was arrested on the charge of manslaughter, and was released on $3,000 bail furnished by his father.

MINE EXPLOSION KILLS FIVE.

Foreman and Four Negroes Cut Off by Flames, Preventing Rescue.

MADISONVILLE, Ky., April 21.—Explosion of gas in the Coll Company's mine at this city at 8:30 to-night set the mine on fire and probably caused the death of Joseph Hallowell, a mine foreman, and four negroes.

Flames are shooting up from the entry where one of the cages was blown out by the explosion, and it is doubtful whether an effort to rescue the men can be made to-night.

The mine is a new one, about 200 feet below the surface and only about half a mile long. Only the five men were in the mine.

THIS AEROFUME

In Your Home or Office Will Purify Every Apartment.

The high quality and remarkable efficiency of

EGYPTIAN DEODORIZER

and Aerofume, for destroying odors of the kitchen, bathroom, nursery or sick room, also tobacco, musty rooms, domestic animals, etc. It fills the house with its fascinating perfume, dispelling every disagreeable odor. Delightful in the sleeping-room, for the traveler. Box of 16 Pastilles with Holder, 25c. If your local dealer cannot supply you, send us his name and 25c. for a box.

PAUL MFG. CO., 36-40 Fulton St., Boston, Mass. Makers of CANDO, The Best Silver Polish.

FOUR HURT IN AUTO CRASH.

Joy Ride Ends With Passengers in Fordham Hospital.

Thaddeus B. Keeler, a chauffeur employed by Miss J. A. Maxwell, a guest at the Hotel Plaza, drove his employer's automobile at high speed into a trolley pole at the corner of Jerome and Anderson Avenues, the Bronx, at 1 o'clock this morning. Keeler had the automobile out without permission, and was indulging in a joy ride. With him were Adaline Callais, 22 years old, a stenographer, living at 1,227 Park Avenue; Edward McGowan, a chauffeur of 246 East Eighty-seventh Street, and George McLaughlin of 136 East Ninety-seventh Street.

In the crash all occupants of the automobile were hurled into the roadway and the machine was wrecked. The four were picked up unconscious by policemen from the Highbridge station and were hurried in another automobile to Fordham Hospital, four miles away.

It was found that Miss Callais was suffering from a fractured skull, while the three men were suffering from serious internal injuries and lacerations.

Miss Maxwell, owner of the automobile, when informed over the telephone that the car had been wrecked, informed the police that she wished to have the chauffeur arrested and held on a charge of grand larceny. She promised to appear against him in the Morrissania Police Court this morning.

GARDNER SCHOOL'S PLAYS.

Girl Students to Present Two Comedies at Carnegie Lyceum.

The girls in the senior class of the Gardner School, 607 Fifth Avenue, are preparing for a theatrical performance, to be given at Carnegie Lyceum on May 9. They will present two comedies, "A Russian Romance" and "Petticoat Perfidy." Among those who will take part are the Misses Beatrice and Alma Claussen, Pauline Hudson, Marcelite Farnit, Harriet Van Zile, Helen Simon, Eleanor McGrath, Lillian Roberts, Gladys Smallwood, Maxine Stern, May Wilson, Rosalie Coleman, Margaret Colpayet, Ruth Follett, Katherine McArthur, Odelie Wallace, Georgia Lowry, Marjorie Sammit, Lily Horah, Gertrude Yeager, Frances Beard, Helen Masland, Marion Hadder, Edith Blum, Irene Magee, and Mildred Reamsbottom.

SACKED A SUMMER HOME.

Drove Up in Wagon, and, Reporting Owner Dead, Carted Things Off.

Special to The New York Times.

RED BANK, N. J., April 21.—The police are looking for Henry Coyne of Red Bank, charging him with looting the Summer residence of John G. Newman, on the Rumson Road. Mr. Newman, who is a special advertising agent for the New York Telephone Company, occupies his home only in the Summer time. George Curtis is employed as watchman and caretaker.

Curtis says that Coyne came in a large delivery wagon and said that Mr. Newman had suddenly died and that he was to take all the furniture and fixtures away and store them. Curtis said that Coyne took everything from the house and loading the goods on the wagon, drove off. H. D. Vorken and Samuel Simmons of Long Branch and John Larks of Red Bank were arrested on the charge of receiving stolen goods. Chief of Police Wymbs and Detective Chandler started for Coyne's home. Coyne fled, and the police gave chase. Chandler was bitten in the leg by a dog belonging to Coyne. Wymbs continued the chase but Coyne soon outdistanced him.

POOR, MAY GET MILLIONS.

Paperhanger Hears His Wealthy Uncle Has Died in South Africa.

Samuel Levy, a paper hanger, who lives with his wife and four children in a tenement, at 209 Forsyth Street, has received a letter and a batch of Russian newspaper clippings advising him that he has several million dollars coming to him from an uncle, Louis Steinberg, who died recently in South Africa.

The letter came from Levy's brother, Nathan of Hamburg, Germany. It is said that Steinberg had made $50,000,000 in South African gold miners. He was not married. The clippings were from newspapers of the town of Plitze, in Russian Poland, where Steinberg had lived as a boy and where most of his relatives are now living.

When he was a child, living at Plitze, Samuel Levy says that he and his seven brothers and sisters were encouraged by their mother to expect a great fortune some day from this uncle. Steinberg had left Plitze when he was a youth to avoid being drafted into the Russian army. He wrote home regularly for years, telling how he was becoming wealthy. Later on the letters stopped coming and the relatives at Plitze got out of the habit of looking upon themselves as the possible heirs of a vast fortune.

TORNADO KILLS 37 IN THE MIDDLE WEST

Starting in Kansas, It Sweeps Over Illinois and Indiana—Others May Die.

VILLAGE TOTALLY DESTROYED

Great Damage to Farms—Train in Kansas Outraces the Storm, Passengers Looking On.

CHICAGO, April 21.—Thirty-four persons are known to have been killed in a tornado which swept across parts of Illinois and Indiana just before nightfall to-day.

A hundred other persons were injured, at least eight of them so severely they may die. Damage done to property will amount to thousands of dollars.

Twelve dead were found at Bush, Ill., and it is understood that more will be found when the debris is cleared away.

Five persons were killed at Willisville and sixteen houses demolished.

Telephone linemen sent to do repair work near Grant Park reported to-night to the main office here that in and around that town five persons had been killed and fifty injured. Between 50 and 100 houses, said the linemen, had been demolished. Tney were unable to give names of the dead.

Among the known dead are Nelson Hulse, Reddick, Ill., crushed under a house when it was blown down; Mrs. Nelson Hulse, and a daughter. Two other children of the Hulse family were injured so severely they may die.

The storm, which came up from Kansas, where it killed three persons yesterday, swept through the northern part of Murphysboro, Ill., seriously injuring Mrs. George King and her two daughters and Mr. and Mrs. William Wilderback. No deaths were reported there. Ten houses were demolished at Murphysboro and the Illinois Central station at Finney was carried 300 feet.

Wauponsee, a village near Coal City, was reported demolished. Destroyed telephone communication made it impossible to learn the seriousness of the damage done there.

Houses, sheds, and farm buildings near Coal City were demolished, windmills were blown down, and many head of cattle are reported killed. The tower above Mine 3, Tower Hill, was toppled over. Near Dwight a schoolhouse and many farm buildings were destroyed.

The Chicago, Indiana & Southern station at Reddick was blown across the tracks. Every farm building on the property of a man named Patchett was destroyed, and the family escaped injury by clinging to trees in the yard.

Many other buildings were destroyed at Reddick and near by, and several persons were injured there, but none seriously.

In Indiana the tornado did the greatest damage around Morocco, in Newton County. Nine persons were killed. They are Mrs Charles Rice and four young children, Morocco, Ind.; Frank Rice, an elder son, and his wife; Miss Cassie Smart and her infant sister.

Those who may die are Charles Smart, Charles Rice, Bruce Hanger, Medde Hammel, and Miss Conn.

Others were less severely hurt. Twenty houses were blown down in and near Morocco, and fully forty habitations in Newton County were destroyed. Stock was killed when farm buildings went down.

Morocco is only five miles north of Hazelton, George Ade's country home. It has not been learned whether his property was damaged.

Every doctor in Morocco and adjoining territory was called out, and improvised hospitals have been set up in several localities.

Electric lines are down and communication between Kentland and the outside world is obtainable only by a circuitous route from the eastward.

KANSAS CITY, Mo., April 21.—Three persons are known to have lost their lives in the tornado that visited southern and central Kansas yesterday.

A. Broyles was killed in a wreck of his home near Waldron, Harper County, and Prockop Kottal and his four-year-old grand-daughter were killed in the storm at Bison, Rush County.

Thirty persons are known to have been injured in Kansas and property damage will aggregate $200,000.

Reduce the High Cost

Of Your Living Expenses Now

Browning, King & Co

One of the most important items in a man's expense account is what he and his children wear. By selling directly from our own Work-Rooms we offer, through scientific organization, Clothing for Men, Boys and Children that has pleased so many patrons as to Price, Style and Quality, that today this is the Largest Manufacturing Retail Organization in America.

We are also the Largest Distributors of Stetson Hats and High-Grade Fixings for Men, Boys and Children.

SPRING OVERCOATS

Every man should avail himself of the comfort that the right kind of top coat will give him. This garment is so very practical and useful during so many months of the year that the special numbers we are showing are particularly interesting now..... $15.00 to $35.00

SPRING AND SUMMER SUITS

The "Brummel" is the name of a Suit which has proved to be a remarkably good seller, being a fairly conservative Sack with sufficient snap to give it distinction..... $15.00 to $40.00

SPECIAL MEN'S FURNISHINGS.

$2.00 and $2.50 Knitted 4-In-Hands, in New Weaves and Colorings; Positively the Best Values in Town..... $1.35

CHILDREN'S SUITS AND REEFERS

Double-Breasted and Norfolk Suits with particular emphasis upon the two pairs of Trousers..... $6.50 to $10.00

Distinctive novelties in Reefers, produced in our own Work-Rooms, with and without emblems, sizes 3 to 10 years... $3.75 to $10.00

Shirts and blouses of French flannel and mercerized fabrics in fancy stripes; blouses, 7 to 16 years; shirts, 12½ to 14½; values up to $2.00. Special..... 95c

New ideas in Washable Suits which we have developed and not the kind of goods found in Dry Goods Stores..... $1.50 to $6.50

"A NATIONAL INSTITUTION"

Browning, King & Co

Broadway at 32nd Street—Cooper Square at 5th Street—Brooklyn: Fulton at DeKalb.

HIPPODROME 6th Av., 43d-44th. Daily Mats. 2. Best Seats $1. Evs. 8. LAST 4 WEEKS. NEW DURBAR Circus Around the World. Lyric 42d, W. of B'way. Evs. 8:15. Mats. Wed. & Sat. 2:15. To-night, "Trovatore." French Grand Opera Co. Tues., "Faust." CASINO B'way & 30th. Beginning at 8:15. JAS. T. POWERS in a new musical play, "TWO LITTLE BRIDES." Broadway Thea., B'way & 41st St. Evs. 8:15. Matinees Wed. & Sat. 2:15. Reserved Seats 75c., $1, $1.50. Best Seats $2. Last 3 Weeks WEBER & FIELDS JUBILEE O. OF 100 in "Hokey Pokey" and "Bunty Bulls & Strings." PLAYHOUSE 48th, E. of B'way. Phone 2628 Bryant. Evs. 8:10. MATINEES: Wed., Thurs. & Sat., 2:10. Bought and Paid For. MANHATTAN Opera Ho. 34th & 8th Av. Evs. 8:15. Mats. Wed. & Sat. Forbes-Robertson in "The Passing of the Third Floor Back."

DALY'S B'way and 30th St. Evs. 8:15. Matinees Wed. & Sat. 2:15. LEWIS WALLER in MONS. BEAUCAIRE. WINTER GARDEN B'way & 50th. Tel. 411 Col. Mat. To-morrow, 50c., 75c. & Best Seats $1. NEW SPRING EDITION OF WHIRL OF SOCIETY. William Collier's COMEDY 41 Sc. E. of B'way. Evs. 8:15. $1.50 Matinee To-m'w, 2:15. BUNTY PULLS THE STRINGS. MAXINE ELLIOTT'S Thea., 29th, bet. B'way & 6th Av. Evs. 8:30. Mats. Wed. & Sat. 2:30. Mr. CHARLES HAWTREY in DEAR OLD CHARLIE. 39th St. Thea. 39th St., near B'way. Evs. 8:15. Matinees Wed. & Sat. 2:15. A BUTTERFLY ON THE WHEEL. WEST END 125th, W. of 8th Av. Evs. 8:15. Mats. Wed. & Sat. 2:15. LET GEORGE DO IT.

NEW YORK'S LEADING THEATRES. EMPIRE B'way & 40th St. Evs. 8 sharp. LAST NIGHTS Liebler Co. Big Cast Revival. OLIVER TWIST. Mats. Wed. & Sat. at 2 sharp. Marie Doro, Constance Collier, Lyn Harding and Nat C. Goodwin. Lyceum 45th St., B'way. Evs. 8:30. Mats. Thurs. & Sat., 2:30. 25c. to $1.00. SENSATIONAL NOVELTY!! PAUL J. RAINEY'S AFRICAN HUNT. Seen and Described. Marvelous Motion Pictures. HUDSON 44th St., n'r B'way. Evs. 8:15. To-night. First Time This Theatre. Mats. Wed. & Sat., 2:20. WHITESIDE IN THE TYPHOON. HARRIS W. 42d Street. Evs. 8:30. Mats. Thurs. & Sat., 2:20. THE TALKER. PARK 35th St., B'way, Col. Cir. Evs. 8:10. Wed. Mat. at 2:10. Best seats, $1.50. with CLIFTON CRAWFORD. The Quaker Girl. CRITERION B'way & 44th St. Evs. 8:15. Mats. Wed. & Sat., 2:15. LOUIS MANN in "CLEVERATINO A HUSBAND." KNICKERBOCKER B'way & 38th St. Evs. 8 sharp. Mats. Wed. & Sat. at 2. OTIS SKINNER Runs an Arc Down Main KISMET. New Amsterdam THEATRE West 42d Street. SAT. MAT. & NIGHT. APRIL 27th Seats on Sale. Price 50c to $2. THE MASK and WIG CLUB (UNIVERSITY OF PENNSYLVANIA) in the musical comedy, Miss Helen of Troy. Owing to the unprecedented response to aid the Titanic survivors, these performances will not be given as a benefit to the fund, as announced in yesterday's newspapers. BEGINNING MONDAY, MAY 6TH. Seats Now on Sale. Most Notable Offering of the year. The de Koven Opera Co. in ROBIN HOOD. With its Great Cast of Grand Opera Stars. Regular Prices, 50c., 75c., $1, $1.50 & $2. Ziegfeld Moulin Rouge. Formerly N. Y. Theatre. Smoking Permitted. Evs. 8:15. Matinees Wed. & Sat., 2:15. "A WINSOME WIDOW." ALL-STAR CONCERT SUNDAY. LIBERTY 42d St., near B'way. Evs. 8:15. Wed. Mat. 2:15. Best Seats $1.50. HENRY MILLER in THE RAINBOW by A. E. THOMAS. GAIETY B'way 46 St. Evs. 8:30. Mats. Wed. & Sat. 2:30. Another Cohan & Harris success. "A RIOT OF CLEAN FUN." OFFICER 666. With George Nash and Wallace Eddinger. GLOBE B'way & 46th St. Evs. 8:15. TO-NIGHT at 8:15. Wed. Matinee Popular Prices. THE ROSE MAID. Patrons will please be seated 8:15 sharp. THE FATHER—A HIT. Mats. Thurs. & Fri. Evs. 8:30. BERKELEY Theatre, 44th, near 5th Av. ORLENEFF'S FAREWELL WEEK. Lipsin Theatre, 235 Bowery. 'Phone Orch. 1498. 6 Last Performances. Tues., Ghosts; Wed., Crime and Punishment; Thurs. & Sat., Czar Fatel 1st; Fri. & Sun., 1st times, The Inspector. Best seats $1.00. S. S. TITANIC LAUNCHING and OFFICERS GARDEN. In addition to the DURBAR in KINEMACOLOR. THEATRE, 27th St., Madison Ave. 2:30 & 8:30. Popular Prices. Columbia B'way & 47th. Evs. & Sat. Mat. 25c-$1. Burlesque | The Taxi Girls. Smoking Matinee. To-day 15c. 25c. & 50c. OLD MASTERS EXHIBITION. DICKENS FUND, 19 East 52d Street. Open daily 10 to 6. Sunday 3 to 6. HURTIG & SEAMON'S West 125th. Matinee Daily. BILLY W. WATSON'S GIRLS FROM HAPPYLAND. Wrestling To-morrow Night. HAMMERSTEIN'S—Wilton Lackaye, Harry Fox & Millership Sisters, Fanny Brice, Little Billy, Alexander & Scott, and 10 others. EDEN MUSEE WORLD IN WAX. 55 West 23d St. CINEMATOGRAPH Each Hour. Orchestral Concerts. Extra Attractions. 5th AVE. B'way, 28th St. Daily Mat. 25-50c. EVA TANGUAY, Edward Abeles & Co., others. Academy OF MUSIC. Pop. Prices. Mat. Daily. THE SPENDTHRIFT. MURRAY HILL. Mat. To-day. Smoking. Evs. 8:15. HARRY HASTINGS' BIG SHOW.

THE GARDEN OF ALLAH. Century Thea., 62d St. & 8th Av. 'Phone 3800 Col. Evs. 8:10. Mat. Sat. 2:10. 50c. to $2. Wed. Mat. 25c. to $1.50. Mon. Aft., Apr. 29 (Seats now). Special Performance of "The Garden of Allah." Benefit of steerage survivors of "Titanic." WALLACK'S B'way & 30th St. Evs. 8:20. Mat. Wed. & Sat. 2:20. TO-NIGHT 256th TIME. ARLISS in DISRAELI. Thurs. Aft., Apr. 25 (Seats now). DISRAELI. ALL-CHILD Performance of Benefit St. Mary's Free Hospital for Children. The Little Theatre 44th St., W. of B'y. Tel. Bryant 3846. Evs. 8:15. Mats. Wed. & Sat. 2:30. LAST 2 WEEKS of GALSWORTHY'S "THE PIGEON." ASTOR B'way & 45th St. Mats. Wed. & Sat. 2:15. Wed. Mat. 50c-$1.50. THIRD BIG MONTH. THE GREYHOUND. GEO. COHAN THEATRE, Broadway, 43d St. M. Evs. 8:15. Mats. Wed. & Sat. 2:15. Gets safely under the wire of success.—Eve. Sun. Blanche Ring in THE WALL STREET GIRL. A New Musical Comedy, with HARRY GILFOIL. GRAND 23d St., 8th Av. GET RICH QUICK WALLINGFORD. Mat. Wed. Waldorf-Astoria, To-night, April 22, 8:30. Concert of KRIENS. His Composition. Artist Witek, (Concertmaster Boston Symphony,) Vita Witek, Leo Schulz, Maud Morgan, Eva Emmet Wycoff, Kriens String Quartette. Tickets, $2.00, evening, at hall. Metropolitan O. H. SUN., APR. 28, AT 8:15. Seats $1 to $3. Last Times Here NIKISCH Soloist (Sunday), Elena Gerhardt. HOWARD PEW'S, 121 W. 42d St. Phone 8289 Bryant. Carnegie Hall MON., APR. 29, at 2:30. Seats $1.50 to $3. Seats Now at. M 8TH AV. THEA. Mat. Daily. CHERRY BLOSSOMS. N BOWERY THEA. Mat. Daily. BIG REVIEW. E IN THE BRONX. Mat. Daily. R BROADWAY GAIETY GIRLS. 'S. BELASCO 44th St., near B'way. Evs. 8:15. Mats. Thurs. & Sat. at 2:15. DAVID WARFIELD LAST 2 WEEKS in THE RETURN OF PETER GRIMM. COLONIAL Olga Petrova, Sam Mann & Co., The Rolfonians, Jack Wilson & Co., others. Daily Mat. 25c. ALHAMBRA R. A. Roberts, Bell Family, Ryan & Richfield Co., Ethel Green, Clark & Bergman, others. Daily Mat. 25c. OLYMPIC East 14th St. Phone 708 Stuyvs. Home of High-Class Burlesque. Mat. To-day. SEATS 25c. ROBIE'S KNICKERBOCKERS. Amateur Night Every Thursday.

CHOICE SEATS FOR ALL HITS. Normandie Theatre Ticket Office, Broadway and 38th St. 4180 Murray Hill.

BROOKLYN AMUSEMENTS. ORPHEUM BROOKLYN. Mats. Daily, 25c. "EVERYBODY," CRESSY & DAYNE, W. C. FIELDS, Stepp, Mehlenger & King, Marshall Montgomery, others.

HOTELS AND RESTAURANTS.

Titanic Survivors' Relief Fund. Charles H. Steinway, Chairman. DINNER CABARET. Tues. Eve., April 23. Cafe Boulevard. 2d Avenue and Tenth Street. Miss Ruth St. Denis, Arthur Friedheim and other well-known artists will appear. TICKETS including Hungarian Dinner with Wine $2. For Reservations Telephone Orchard 4040.

GEORGE RECTOR'S, Broadway & 40th St. Shore dinners de luxe, $1.25.

ARROW SHIRTS

INTRODUCED by the *Arrow Collar* makers await inspection at your dealers. *$1.50 and $2.00*

CLUETT, PEABODY & CO., TROY, N. Y.

Wallach Bros.

Third Ave., cor. 122d St., (Open Evenings) | 1195 Broadway, Just below 29th St. | 246-248 West 125th St. (Open Evenings.)

If you want